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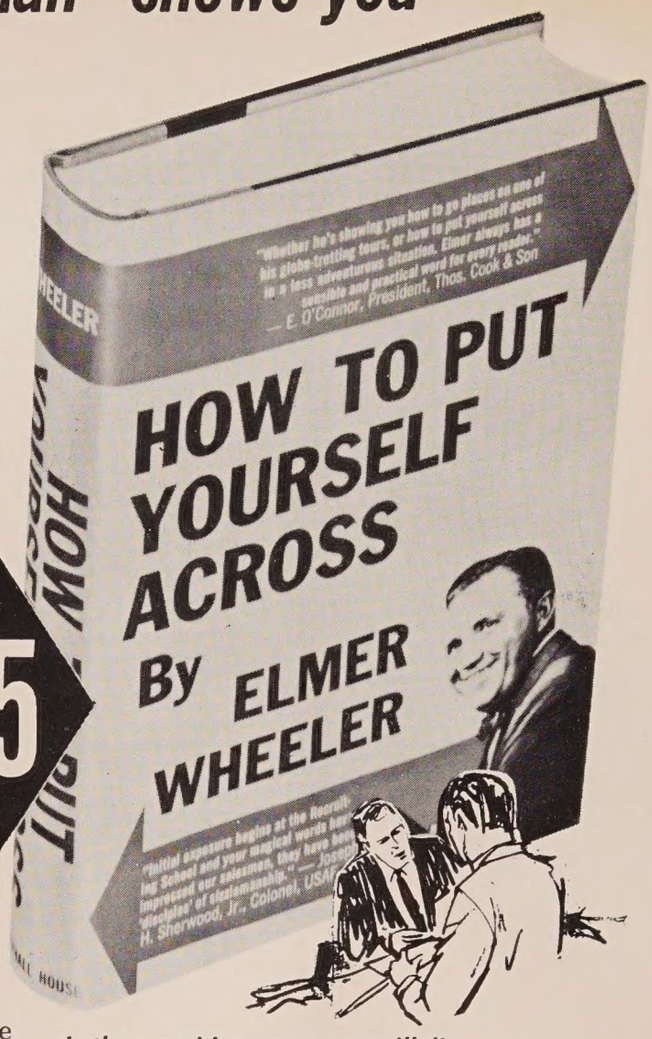
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ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak— sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

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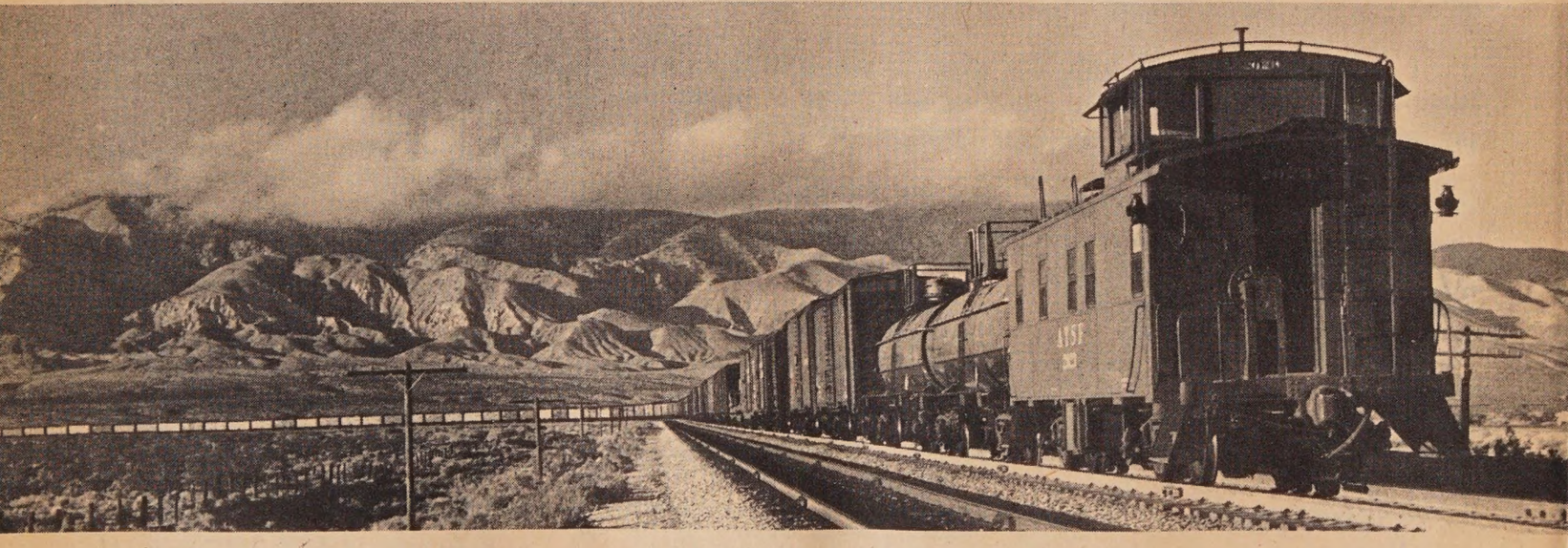

A mile-long extra west on the Santa Fe swings around a curve to enter Tehachapi Pass about five miles west of Mojave in California desert country.

Photo by H. L. Kelso

Next issue out around October 2nd

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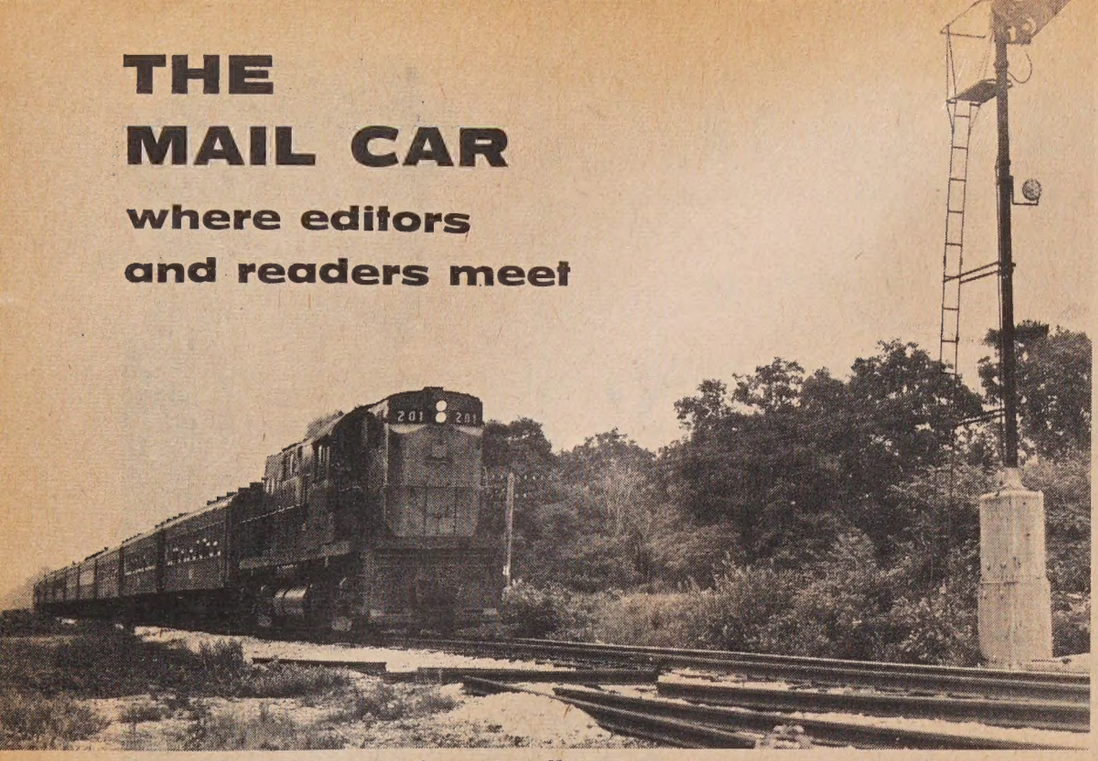

Long Island's last semaphore, installed about forty years ago at East Moriches and still being used: one of the 550 illustrations in the new book *Steel Rails to the Sunrise: The Long Island Rail Road*, by Ron Ziel and George H. Foster.

Photo by Ron Ziel, 185 Wall St., Brooklyn, N.Y.

WHAT impressed us most about the Churchill funeral (see page 24) was not its pomp and pageantry nor the black-robed Queen who stood with unsmiling face on the cathedral steps, the first British monarch to attend a commoner's funeral. It was not the smart-looking four-car train pulled by a steam locomotive named *Winston Churchill* nor the tiny, frame, railway station at journey's end. The depot, no longer used, had become shabby and rundown. There had been talk of razing the unsightly old structure but for this occasion it was cleaned spic and span and freshly painted. The chilly days had produced few flowers hardy enough to grow outdoors. However, the simple folk who lived around Bladon, where Sir Winston would sleep out eternity, combed the English countryside with loving care, and found a few early spring daffodils which they placed outside the little station as their last tribute to the great wartime leader. Nothing in the elaborate state funeral impressed us half so much as this handful of daffodils. ●

WE WISH that Walt Disney's article in this issue had included some of the technical problems involved in producing his film *The Great Locomotive Chase* or in building and maintaining his Disneyland & Santa Fe Railroad and his monorail line. However, being aware of the enormous demands made on his time, we are glad he wrote as much for us as he did.

Walt was born Dec. 5, 1901, in Chicago, his father being an Irish-Canadian and his mother of German American descent. He has three brothers and one sister. Also a wife and two daughters, Diane and Sharon. His long list of productions, for which he has received literally hundreds of awards, pyramided from his early movie cartoons of Mickey Mouse and Donald Duck. It all started with the work he did for a slide company in 1920.

"We made animated advertising films," he told us, "and my boss let me take home an old camera that was laying around. I rigged up a studio in a garage and started experimenting in spare time. At the slide company we used the old cutout method of animation, joining arms and legs together with pins and moving them under the camera. From a book in the library I found a new method of animation, tried it out, and convinced my boss that it was a better system, so he installed it."

Margaret Nelson, who assists in *Railroad Magazine's* art production, used to work for Disney as an animator. So did Ward Kimball, No. 28 in our *Interesting Railfans* series; now he's Disney's top supervising animator. Walt is one of the busiest men we know. He seems tireless. This boundless energy is based on sheer enthusiasm, love of his work. Fatigue comes soon if you're bored. Walt has so many new and exciting projects that he just doesn't get bored.

If he isn't working over scripts, meeting VIP's, or having a movie-story conference, he is likely to be interviewing actors, introducing a featured film with a personal appearance before the camera and sound track, or scrutinizing the "dailies" of everything shot by his movie-camera crews. Or he may be in a huddle with Disneyland Park people discussing changes, new ideas for installations, colors for buildings, style of lights in a horsecar, and so on.

No detail, however small, escapes Walt's attention and judgment. He personally supervises his film studio, Disneyland Park, and the W.E.D. Industries which design and make things for outside companies such as the three Disney productions at the current New York World's Fair: the Ford, General Electric, and Unicef exhibits. When a D&SF locomotive is brought in after a day's run she is completely gone over. Like everything else in Disneyland, she must give peak performance. ●

OUR cover picture shows a former Canadian National 2-6-0, No. 89, just out of the shops after a complete overhaul, steaming over Mill River trestle a few miles south of Rutland, Vt., on the Green Mountain Railroad with a fantrip sponsored by the Railroad Enthusiasts. Ron Ziel made the photo last May 1.

He and George H. Foster have written a book, *Steel Rails to the Sunrise: The Long Island Rail Road*, that is coming out a few days after this issue of *Railroad Magazine* goes to press. Published by Duell, Sloan & Pearce, it has 320 pages, 550 photos, maps, and complete all-time steam, diesel, electric, and marine equipment rosters. About one-third of the photos show Pennsy power on the LIRR; many were made from original glass-plate negatives. All copies of the book at $12.95 ordered from the authors through Switchlock Productions, P.O. Box 183, East Moriches, N.Y., will be autographed. Sound recordings of locos which ran on LIRR (7", 33⅓ rpm) cost $1.25. Both book and record, $13.95, postpaid (NYC residents add 5 percent sales tax; other N.Y. Staters, add 3¢ on each dollar.) ●

LEADING article in our April '65 issue, "There Never Was a Signal Set Against a Silk Train," evoked this comment from Guy L. Brisbane, retired Northern Pacific agent, Randall, Minn.: "An exception to your title would no doubt interest many railroaders. One night a dispatcher on our St. Paul Division expected a heavy westbound drag (with Condr. Mike O'Rourke and Engr. Ray Early) to take a blind siding at Darling for a silk train. But Alma Edbourg, the third-trick operator at Randall, felt sure she heard the drag puffing up the grade between Darling and Randall and asked the dispatcher for permission to hold a red board against the silk train (with Condr. Ed Mason and Engr. Bert Wildes). The dispatcher forbade her to do so, under

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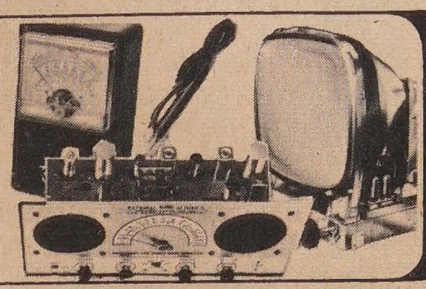

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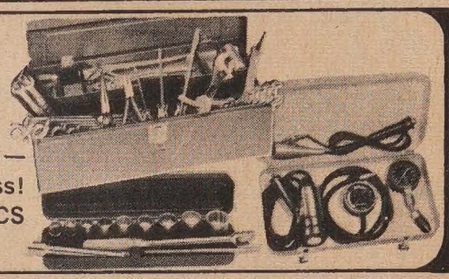

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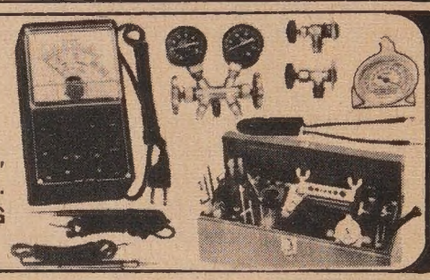

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pain of instant dismissal, because he thought the extra west had gone into the clear at Darling.

"Nevertheless, Alma heard the extra coming and set the red board, telling the dispatcher what she had done. Three minutes after the silk train had stopped at Randall, the headlight of the extra west showed up around the curve! Thus Alma had averted a costly and perhaps fatal wreck, but the only thanks she received were from the crew whose lives she had saved." ●

PERSONALITIES. Elmer Ward of Philadelphia, a Reading freight trainman and ordained minister, age 50, has a standing offer of $50 to any railman over 35 who can beat him in either of two contests of strength: doing "chin-ups" on a steel bar or stretching a steel spring. Before he went into train service Elmer was for many years a weight-lifting instructor and professional strong man in night clubs and carnival acts.

Pennsylvania Railroad has 34 Indians on its payroll, mostly on the Chicago Division, reports Robert Bruhin. They come from the Sioux, Crow, Navajo, Chippewa, Cherokee, Creek, and other tribes. These men were hired at the suggestion of the Bureau of Indian Affairs, Washington, D.C.

J. J. Grant of Vancouver, Wash., a recently retired Great Northern conductor, had seven brothers; all entered train service on the GN's Kalispell Division and became conductors. Long ago, as a wrecking engineer at Walliston, N.D., he was backing up the wrecker train when a headlight came rushing around a curve behind them. All the men aboard his outfit jumped and ran for their lives. The oncoming engine plowed through the caboose, outfit cars, and up to the big hook. "So," Grant says, "the wrecker was right on hand to take over the smashed cars and clean up the line."

CBS newsman Robert Trout prefers train travel, even insists upon it. He recalls his early experiences as correspondent on Franklin D. Roosevelt's presidential campaign train in 1932. While his colleagues talk of air travel, Bob vows that as long and as far as the years ahead he will stick to the Iron Horse coming and going. The very thought of his leisure-loving frame hurtling through the air is enough to send him to the "win, place, and show" windows of the nearest railroad station. Says he: "You keep them running and I'll be there when the conductor says 'All Aboard', each and every time CBS News sends me where I can't walk on my assignment."

Recollection from C. O. Chapman, retired Green Bay & Western hogger: "The old Stephenson link engines were unpredictable. I was running one on the GB&W in 1920 and on a certain trip she lost her three strap-bolts. I had to crawl under her and hold the blade in the strap while my fireman, George Taylor, ran her. We traveled that way for two miles; it seemed like twenty."

Oldtimers familiar with railroad boarding-houses during the Steam Age are asked to get in touch with J. A. Huddleston, 833 Ursulines, No. 6, New Orleans, La. 70116. He was born and raised in a railroad boarding-house and is gathering material on the subject to write an article for *Railroad Magazine*. This interesting bit of rail lore has never been covered anywhere with a feature article, so far as we know. Our author would be grateful for facts, true story-material, and pictures to be included in his article.

SIM HOLT, former engineer on a logging railroad, who died recently at home in Punta Gorda, Fla., had the unique record of being a police chief for 28 years without carrying a gun! This news comes from E. A. "Frog" Smith, himself a logging engineer for many years but now living in retirement at 219 Hubbard St., North Fort Myers, Fla., writing newspaper columns and sometimes articles for *Railroad Magazine*.

Sim used to pull trains for Foshee Lumber Co., which had a mill at Willow, Florida. Before that he was a logger at Campbellton, where he had experience in hill service. On the way to Willow the line had only one hill of any consequence and Sim would race his trains over the Little Manatee River grade. One day, Frog recalls, he overheard W. S. Foshee, superintendent of the railroad, ordered Sim to stop running at the Manatee River hill, adding, "You might wake up some day in hell if you don't."

"That afternoon," Frog goes on, "I was out in the forest near Manatee Hill when I heard Sim's train approaching and I realized, with a grin, that the boss's warning had made no impression on the hogger. That little engine, No. 5, an unconverted coalburner still wearing her bootleg stack, was barking loudly. As though entranced, I listened while Sim risked his neck racing at the steep hill over the flimsy logging road and I stood still, watching until the train was only a rumble in the distance on its way to Willow Mill.

"Sim was young in those days, and a bit wild and reckless. One day when the boss was running No. 6 and stopped for the interlocking crossing junction over the Seaboard Air Line, Sim dropped off the locomotive and walked over to where his father, Thomas Holt, John Bradley, and I were working on a new crossing plate. When the signal was clear, Foshee gave the 6-spot steam and rolled across the Seaboard rails on his way to the unloading ways.

"As the engine pounded past, Sim caught her step. He was still on his feet when a severe jolt slowed the train and caused the drivers to slip. Foshee shoved the throttle in, sanded the rails, and reopened his throttle. Again the wheels spun. Then Sim's hamlike fist closed over the throttle and he advised the boss to look back now and then.

"Sim had felt the first jolt of the wreck caused by logs falling off a car onto the Seaboard right-of-way. The logs flipped end over end, falling onto rods that controlled the derail and throwing four cars into the ditch. Inside the control tower, locked by the system until the levers were again in position, was the fireman, half frozen with terror as he watched the big logs fly past his window.

"Sometimes I wonder why I like to drag the skeletons of yesterday through the dust of today; but if I didn't, the colorful past of many oldtime friends would pass into history without due recognition. Being a writer of Deep South rail lore, I say good-bye to Sim Holt as a railroad man who outlived his calling to become one of the nation's most amazing police officers." ●

BRIEFLY SPEAKING. Half the rolling stock of the Argentine State Railways, including both steam and diesel locomotives, was recently reported by Buenos Aires radio to be out of service because of a shortage of parts!

Expansion of Utah's seven-acre Golden Spike National Historic Site into a 2,176-acre memorial to the completion of the nation's first transcontinental railroad is authorized in a bill (S 26) passed by the Senate and sent to the House of Representatives. The junction of the Union Pacific and the Central Pacific (now SP)—celebrated by the golden spike in 1869—was designated a National Historical Site under non-Federal ownership in 1957.

A two-mile elevated railway for rubber-tired diesel-powered vehicles is being tested at Borksburg in Eastern Transvaal, South Africa.

More than 50 million tons of ore have been moved over the Pennsy's ore pier at Girard Point, Philadelphia, since it went into operation in 1954 and the railroad is seriously considering plans to enlarge the already tremendous capacity of this pier. Its foundation consists of the bricks and building blocks of the old Broad Street Station and its so-called "Chinese Wall".

"Look who's smiling now!"

"The department head's job had just been left vacant. When the boys in the office learned I was gunning for it, they gave me their widest grins. One thing they didn't know: I had made up my mind sometime back to take LaSalle training that would qualify me for a better job. My study paid off so fast it surprised even me—I was picked for that shiny promotion over everyone's head. Who wouldn't be smiling with a neat new $1,500 increase!"

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Seatrain Lines, one of New York's oldest coastal cargo lines, somewhat like a train-ferry, has been sold for $8.5 million to Transeastern Associates, Inc., of which Joseph Kahn is president.

Railroad smoking tobacco made newspaper headlines the other day. A Great Northern freight train eased down the western slope of the continental divide reeking with the stench of a burning boxcar that had caught fire from sparks of a faulty brake-shoe. It stopped at West Glacier, Mont., where trainmen uncoupled the car out on a siding. The cargo consisted of cigarettes and other tobacco products from Louisville, Kentucky. Nobody got cancer from that kind of cigarette smoking.

Renewed efforts to eliminate two or more of Chicago's six railroad passenger terminals are under way after a four-year lapse, spurred by the growing number of railroad merger proposals and the declining number of passenger trains. High costs of operating the stations have given the brass collars a more favorable attitude toward terminal consolidation.

Sante Fe Magazine has just come out with a larger page size, a more attractive format, easier-to-read type, and some color on inside pages. Also a four-color cover, which the editor, John J. Knifke, says is "the first of many to come." In a sense this publication is almost a twin to *Railroad Magazine*: both first appeared in 1906.

The Safety Appliance Act of 1893, among other things, outlawed the link and pin coupler which accounted for 310 deaths and 8,753 injuries among railroad workers that year. ●

A BROKEN WHEEL used to symbolize fatal wrecks. Freeman Hubbard's book *Railroad Avenue* tells about the practice long ago of sending floral pieces shaped like a broken wheel to the funerals of train or engine men who "went to glory" in pile-ups. One engineer who survived a broken wheel is Herman C. Siebenmark, 2916 Simpson St., St. Paul, Minn. This man, now 82, started railroading at age 17 in the Chicago & North Western roundhouse at Cedar Rapids, Iowa, doing just about everything from knocking fires to wiping engines. In 1903 he went firing on the Rock Island and stuck to that road until he retired in 1953.

"Years ago I handled a Chicago livestock train with steam power," he recalls, "and on Sundays we usually hauled from 250 to 300 cars in a single train. One Sunday, after pulling this long train around a reverse curve and over a high bridge, I noticed that one car was jumping badly, so I stopped near a siding switch and went back to see what was wrong. I found a wheel that had two thirds of its flange and part of the rim gone; only a miracle had kept it on the rail!

"The train crew had assembled at the switch and by the time I got back to confer with them there was bedlam. The animals were making loud noises; the fellows were bellowing, trying to make themselves heard above the din, and time and steam were running out.

"We finally decided to leave the car and go on to Chicago. We pulled into the siding and cut the car off, heading out on the main track, other end. Then I backed up on the main track, coupled up to the train, and took off. The disabled car and its grunting hogs stayed on the siding. Later, an empty was sent out and the noisy porkers were reloaded and hauled into Chicago." ●

ALTHOUGH the Pennsy is expected to complete the sale of the Long Island Rail Road before the end of 1965 to the Metropolitan Commuter Transportation Authority, a New York State agency, it is likely that actual operation will be turned over to the PRR under terms of the sale agreement. This deal, with a price tag of $65 million, has been approved by the state legislature but, at this writing, will still have to be approved by the PRR board of directors and the I.C.C.

William J. Ronan, $45,000-a-year chairman of MCTA, said that "on the basis of present costs and present use of the railroad, the commuter has no fare increase to fear." The LIRR carries an average of 260,000 passengers a day. He added: "It might be possible, given certain circumstances, to bring Long Island trains in over subway lines part of the way into key points in Manhattan." ●

OLD DAYS on the Missouri Pacific were recalled by J. T. Stitt, Div. 336, Brotherhood of Locomotive Engineers, as follows: "The prevailing power unit in 1892, when I began firing, was the Baldwin Mogul with 19x 22-inch cylinders and carrying 140 pounds of saturated steam. She was hand-fired and had a very shallow firebox; the firedoor cleared the deck by about two inches. To fire her the fireman had to stand doubled over with his head about in line with his waist, shoveling from 10-12 tons of coal over a 100-mile division while the engine deck was swinging from side to side.

"The engines had steam brakes but no air compressor. They had a steam jam which applied pressure to brakeshoes on two of the drivers. The train was controlled entirely by hand-brakes operated by two brakemen. Except on the engines assigned to passenger service, all trains were braked by hand. Cars and engines were equipped with couplers of link-and-pin type and it was rare to see a trainman who hadn't lost fingers in making the couplings.

"Trains were operated on the 12-hour system and rules were printed on the last two pages of the timetable. No standard timepiece of inspection was required. I fired several months for an engineer who operated by an alarm clock on a bracket beside the steam gage." ●

AN AMUSING event that happened on a cold, snowy, January day in 1916 is recalled by J. E. McFall, 622 E. Fifth St., Comersville, Indiana. Our correspondent has had 42 years of train service, beginning in 1905 as a brakeman and resigning two years later to work on the Cincinnati, Hamilton & Dayton (now B&O).

"A blizzard was raging over the CH&D when 'Happy' Louftus, a boomer engineer, and Conductor P. J. Hines were called for an extra east with No. 408, a ten-wheeler with 20 loads and 8 empties. They left Moorfield Yard in Indianapolis about 8 p.m. When they reached Rushville about 11 p.m. the mercury had dropped to 10 below. Happy pulled his train into a siding and waited almost two hours while three trains passed them on the main line. During that time his train 'froze up.' He bunched the slack back and forth several times on the 10 cars nearest the engine and at length broke them loose. But when he coupled into the rear end of his train he couldn't get moving. He bunched the slack again several times before he was ready to pull out of the siding.

"By this time the dispatcher, named Oakley, was getting nervous. He called the Rushville operator, George Perkins, and asked why Extra 408 wasn't running. Perkins replied that the train was about 1,200 feet from the station but he didn't know what the trouble was and he couldn't see out the window in that blizzard. The dispatcher then gave him the following message for Engineer Louftus: 'Why are you not getting out of Rushville? Answer.' Operator Perkins took along his clip pad for the engineer's reply. This is what Happy wrote:

If I was where you are
And you here where I am
You would be in a dither too
To get moving, just what to do.
The engine is steaming
And sand is streaming,
But the tonnage is too great
for engine four 0 eight.

"When the boomer hogger arrived at Hamilton, Ohio, he was told to report to Supt. J. M. Scott's office. He did so and Scott said, 'Louftus, you were hired as an engineer, not as a poet. Lay off poetry while you are on duty.' The official really let him off easy. That wasn't poetry; it was atrocious doggerel." ●

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Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use tested, proven methods. You have our backing and "know how."

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) superior processes and (2) proven customer-getting methods.

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R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could".

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

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Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

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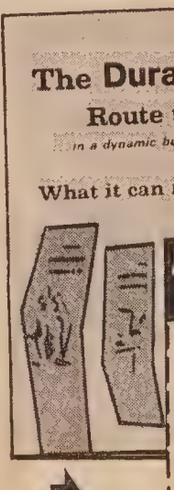

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2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details _____

3. What other Hospital insurance do you carry? _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this _____ Day of _____ 19__

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐
Adult Benefits for Children ☐ Maternity Benefit Rider ☐

I Have Always Loved Trains

by WALT DISNEY

Walt Disney on the *Inoyo*, which portrayed the historic engine *Texas* in the filming of his Civil War story, "The Great Locomotive Chase," on location near Clayton, Georgia. The engineer is Herbert Hoopes, who runs diesels on the Union Pacific.

All six photos copyright by Walt Disney Productions

I SUPPOSE I've always been in love with trains. As a small boy living on a farm near Marcelline, Missouri, I had a unique claim to fame: my Uncle Mike was engineer on the Santa Fe's accommodation train that ran between Marcelline and Fort Madison. That was something to brag about to my schoolmates at a time when railroads loomed large in the scheme of things and steam engines were formidable and exciting.

We fellows would marvel at the tall-stacked engines that pulled into and out of the depot opposite the park where we played, huffing with steam and trailing nebulous smoke plumes. One day in about 1909, when I was eight or nine years old and full of nerve, my buddies dared me to climb into the cab of one of them that stood there, temporarily deserted, and pull the whistle cord. I did so, but as soon as the whistle shrieked I quickly climbed down in a panic and ran like the dickens.

Later my family moved to Kansas City. My father had a newspaper route and I helped him, getting up at 3:30 every morning and delivering papers till six, after which I hurried home for breakfast and went to school. This lasted for six years. During that time I missed a total of one month from the work, on account of illness. I was rather proud of my record, though.

It was always pitch dark when I left home on winter mornings, and often bitter cold. Sometimes I plowed my way through several feet of freshly fallen snow, breaking a path in those early hours. And was I sleepy! Occasionally, when I reached the warm hall of an apartment house, I would lie down for a short snooze, awaking to find it was daylight. Then I'd run the rest of the way to deliver all my papers and not be late for school.

In 1916, when I was fifteen, my father sold the newspaper route and that summer I looked around for some way to earn money until high school reopened in the fall. My brother Roy, who had been employed by the Fred Harvey system as a news butcher on Santa Fe trains, selling magazines, peanuts, candy, apples, soft drinks, cigars, and so on, suggested that I apply for a similar job.

I did so and was hired for two months. I felt very important wearing a neat blue serge uniform with brass buttons, a peaked cap, and a shiny badge in my lapel. As the train rolled into one station after another I stood beside the conductor on the car steps to enjoy the envious stares of youngsters waiting on the platform.

But my first day's business, on the Missouri Pacific, was a fiasco. We ran from Kansas City to Jefferson City. Our train pulled out at 4 a.m. with two commuter coaches added to its usual consist. The day being hot, I soon sold out my supply of soda pop to the commuters. I didn't know until it was too late that the two commuter cars would be de-

tached at Lee Summit. They were gone before I could collect the empty bottles. Inasmuch as my margin of profit lay in the bottle refunds, I realized with dismay that I was wiped out.

Undaunted, I continued plying my trade on passenger trains not only of the Missouri Pacific but also of the Kansas City Southern and the Missouri, Kansas & Texas, commonly known as the "Katy." It was quite an adventure for a kid who hitherto had rarely been away from home.

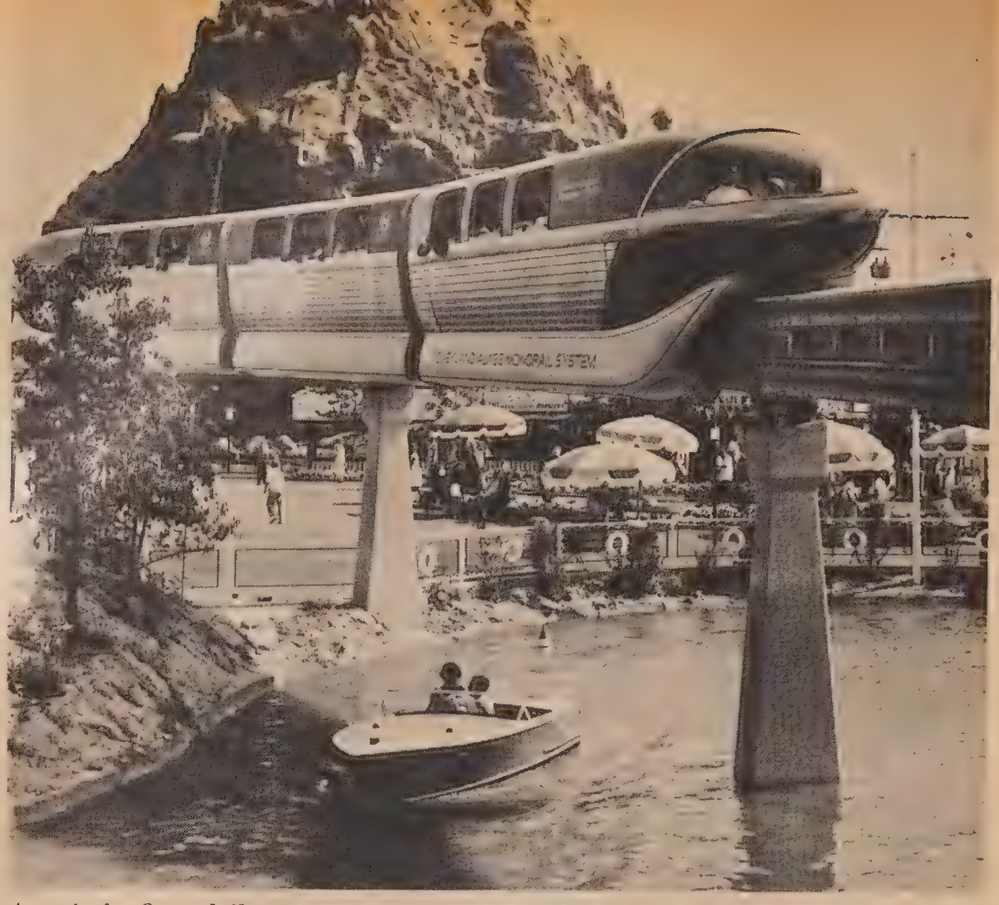
I liked especially the MP run between Kansas City and Downs, Kansas. It took six hours, because we'd stop at every station en route and we often pushed boxcars out of the way to clear the track. During the journey I sometimes went to the baggage car and supplied the baggage man with cigars or chewing tobacco and then I'd climb over the tender into the engine cab to do the same for the engineer and fireman. They'd let me ride the cab with them for a while—and what a thrill that was!

. The train would stop overnight at Downs before taking on coal and water for the return trip. One night I decided to walk around the town to look it over. Wandering down the main street, I was window-shopping when a policeman asked what I was doing there and where I had come from. I said I was the news butcher on the train, but I had to accompany him back to the train and unlock my merchandise hamper in order to prove it.

My railroad career was brief, exciting, and unprofitable. Too many people were eager to take advantage of a young business man like myself. The suppliers, for example, would fill my hamper with rotten fruit. This drew so many flies that the conductor would make me dump it out, and I was stuck with the cost. Besides, I was only fifteen and I ate up most of my profits. So I quit at the end of that summer with losses that absorbed the $30 bond I had posted when I took the job.

THAT ended my experience with trains, except as a passenger—until years later when I decided to build my own railroad. In the interim I had various jobs. For several months I worked for the Chicago Post Office as a downtown letter carrier in the daytime and a route collector at night. Then I put in a year of wartime service with the American Red Cross overseas, driving an ambulance and chauffeuring Red Cross officials. On one occasion I chauffeured General Pershing's eleven-year-old son Jack around Neufchateau, France, when the boy visited his famous father.

Back in America, I landed an art apprentice art job in the fall with a Kansas City advertising company, which did work for farm journals. I drew such inspiring things as egg-laying mash, salt



America's first daily-operating monorail, built by Alweg Company, carries 82 passengers at a time on the overhead journey in Disneyland, past a replica of the snow-capped Matterhorn. The three-car train is electrically operated and runs on rubber tires on a structure, supported by cement pylons and reaching up to a height of 34 feet. It was developed and tested in Cologne, Germany, for six years.

Walt piloted Carolwood Pacific train around his Burbank studio lot from atop a boxcar. The train, which he helped to build, hauled 2,000 pounds of freight at six miles per hour, and later was installed on his estate at Holmby Hills, Los Angeles. One-eighth scale engine is named *Lilly Belle* in honor of Mrs. Disney.

Walt, as engineer, with his pal Mickey Mouse, in this cab made the first trip around Disneyland Park near Los Angeles prior to opening of the park in 1955. The locomotive was built in Disney shops.

Walt (in foreground) and four helpers prepare the live steamer *Lilly Belle* for a trial run on the Carolwood Pacific line.

blocks for cattle, and farm equipment. They paid me $50 a month but fired me immediately after the Christmas rush. Then I went back to post office work, delivering Christmas cards till New Year's Day. After that, carrying out a New Year's resolution, I opened a commercial studio in partnership with another apprentice artist.

Later a Kansas City slide company hired me to draw cartoons at $35 a week and I turned my commercial art business over to my partner. That is how I got started on the animated cartoon game. It was around February, 1920. In the years that followed I developed the Mickey Mouse movie cartoon, among other things. Shortly after the second World War I was having trouble getting my studio rolling again. I knew another fellow living in Beverly Hills who had built a midget railroad and I determined to build one of my own to keep my mind busy and off studio problems.

I went about it systematically. After serving an apprenticeship in a machine shop, I studied metalwork and carpentry before I figured I was ready to start building. Then I built a train to one-eighth scale. The engine and tender combined was seven feet long and operated on coal and water, like the ones I had known as a news butcher. I fashioned all the cars myself. The boxcars were big enough for a person to straddle, and the flatcars could seat two. My special pride was the caboose, which I furnished entirely in miniature, right down to the pot-bellied stove. The engine was designed after one that had run on the old Central Pacific, so I named my little railroad the CP, for Carolwood Pacific, the street I lived on.

ALL my planning worked out perfectly except for one factor, my wife. She didn't take kindly to the idea of having a railroad run around our house, and told me so in no uncertain terms. Things came to such a pass that I went to my lawyer and had him draw up a right-of-way agreement giving me permission to operate the railroad on the property. My wife signed it and my daughters witnessed the agreement.

I figured out a route around the place, but it required a six-foot cut in one of the slopes. This time my wife put her foot down. So I compromised by building a tunnel 90 feet long and covering it with dirt. I gave my secretary strict instructions not to tell me how much it cost.

The Carolwood Pacific gave me many happy hours, but it was not without hazards. Once while experimenting on remote control I sat on the first car instead of the tender and operated the locomotive with wires. As I was rounding a turn, the front wheel hit a rock and bobbled the engine so that she uncoupled from the tender and I was jolted backward. My hand jerked the throttle valve all the way back, and the engine went racing down the track. Leaping off the car, I chased the engine, which was now shooting wet steam forty feet into the air. She was going too fast for me to catch her, so I raced over to the point where she would come out of the tunnel and go into a tight curve. Just as I reached there, the engine hurtled out of the tunnel, hit the curve, and tumbled off the track. She rolled over, her stack and pilot cracking off. Then she just lay there, hissing and belching steam like a dying monster.

My wife was in the house. I hollered to her, "Come on out if you want to see a terrible sight!"

She emerged from the doorway to gaze at the shattered locomotive and the downhearted engineer.

"Oh, Walt, that's too bad!" she said feelingly.

Thus I had finally succeeded in getting her on my side in the railroad operation—but I had to wreck a train to do it. After being repaired, the train continued to provide many delightful hours for our family and friends. But after a while the studio was moved again and I no longer had time for the Carolwood Pacific.

Then Disneyland Park came along. I had the excitement of creating an honest-to-goodness railroad—well, five-eighths scale, anyway—the Disneyland & Santa Fe. We built the two larger engines, Nos. 1 and 2, at the studio from the same plans I had used for the midget train. Later, in Southern lumber mills, we found two old chassis, with wheels, on which we built two more locomotives, Nos. 3 and 4. The latter was made to look as much as possible like the old *Montezuma,* No. 1 of the Denver & Rio Grande.

What happened to the Carolwood Pacific train? I still have it. I'm going to get it repainted and displayed in a glass case at the D&SF station. That's only right, since it spawned the busy little railroad here in Disneyland and somehow is tied up emotionally with my boyhood experience as a news butcher. Yes, in one way or another I have always loved trains. •

Walt Disney on location for the production of his Andrews railroad raid movie. The *Lafayette,* replica of B&O eight-wheeler built 1837, portrayed the *Yonah.*

Dinner in *the Diner*

by DON JAMES

Wide menu selection on CB&Q *Denver Zephyr* includes *al la carte* and complete dinners.

A RAILROAD YARD filled with hundreds of empty, unlit passenger cars is the last place you'd look for succulent lobsters, prime red meats, or fragrant coffee. And yet, walking past one car, you smell the delicious aroma of baking.

Climb aboard and a whole new world unfolds. Apple pies bubble and tawny muffins rise in the oven of this dining car. Crisp tablecloths are being laid. Silverware is being polished. The atmosphere is alive with banter and small talk.

This is the *Broadway Limited*, in the Sunnyside Yards of the Pennsylvania Railroad, three hours before its departure from Penn Station. One of the few remaining all-Pullman trains, it will leave New York City at 6 p.m.

In the stainless-steel kitchen, cooks are preparing good things to go with roast beef, sirloin steak, breast of chicken, and veal cutlet. Steward Fred Adams is putting a bucket of red carnations in a cool spot. Supervisor Eddy Sullivan is inspecting the car. Waiters are setting the tables.

It's 5 p.m. before you know it. The train creeps slowly through the blackness of a tunnel, seeking Track 13 at Penn Station. Adams hastily dons his formal tie, pins a carnation to his lapel, and throws on the car's main lights. Every table is set to a detailed pattern and has a carnation. There are sparkling goblets, shining flatware, immaculate waiters.

"*The Broadway Limited*, for Chicago, now loading on Track 13! All aboard!" booms an announcement through the big station, which is now in process of being torn down.

In the diner's kitchen three cooks work in an aisle less than three feet wide and about 16 feet long, stirring, ladling, carving, turning steaks, flashing knives, and apportioning food on plates at a furious pace. Imagine your own kitchen compressed to this size and shape, rocketing along at 70 miles an hour!

On the *Broadway* they turn out luscious fare until 10 p.m., snatch a few hours sleep in a dormitory compartment, then are back at the range at 4:30 a.m. to start breakfast as the "luxury hotel on wheels" speeds toward the steelmaking centers along the lake shore in Indiana. Not far away, on New York Central tracks, the crew of the *20th Century Limited* also is up at 4:30 a.m. as that notable train is racing toward Chicago.

Their steel kitchens are marvels of compact design with range, broilers, oven, sink, dishwasher, and cabinets.

From such cubicles come foods for which railroads are famous—the King's Dinner on the Illinois Central, the Champagne Dinner on the Santa Fe, the Great Big Baked Potatoes of the Northern Pacific, steak on the Missouri Pacific, Wenatchee apple pie on the Great Northern, North Carolina country ham and eggs on the Atlantic Coast Line, the Burlington bon-ton salad, the Southern Pacific salad bowl, and *Hiawatha* tenderloin steak luncheon on the Milwaukee Road.

Also barbecued Alaska black cod on the Union Pacific, peanut soup and cream of chicken *a la Reine* on the Seaboard, Imperial crab and Maryland crab cakes on the Baltimore & Ohio, "Help Yourself Salad Bowl" on the Chesapeake & Ohio, Colorado mountain trout on the Rock Island, and Gulf Coast seafood platters from the all-steel kitchens of the Louisville & Nashville.

Few passengers realize that each dining car represents a prodigious task of organization and logistics. On the *Champion* of the Atlantic Coast Line are hundreds of pounds of turkey, red meat, chicken, and a wide variety of other foods. It even carries 60 white coats for five waiters and 20 jackets and 50 aprons for the kitchen crew.

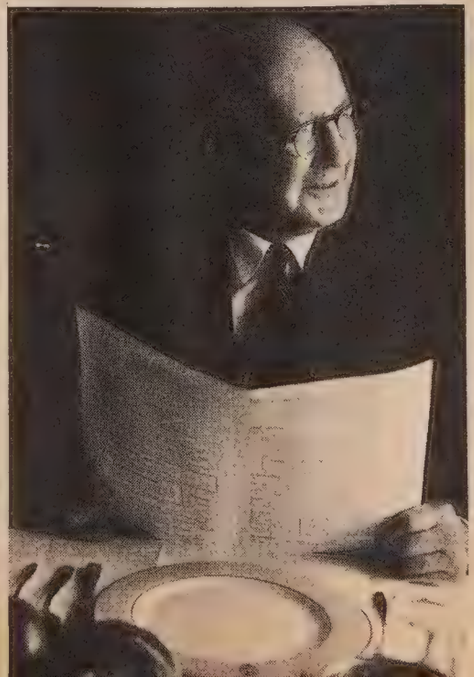
Replenishment of food supplies on the Seaboard's *Silver Star* calls for 60 steaks, 15 pounds of sirloin tips, bacon, chicken, a turkey, and a big pile of other goods. The car carries, among other things, 2,400 pieces of linen.

"Never run out, but never have too much left over," is the motto of stewards everywhere.

DINNER in the diner is planned a long time ahead and is the result of careful purchasing and good coordination by big departments.

The Pennsy serves two million meals a year in its dining cars and keeps abreast of changing trends by constantly checking what passengers order most frequently. The Burlington balances its menus so that they contain the things people like, while keeping expenses as low as possible.

Don James, veteran train traveler, is associate editor of the American Iron & Steel Institute's magazine, *Steelways*, for which he created this article and from which we adapted it for our magazine.



Fresh flowers, crisp linen, and gleaming tableware add distinction to private dining room on the Santa Fe's *Super Chief*.

Chesapeake & Ohio menus are famous for Lake Superior whitefish, chicken breast on Smithfield ham, hot Virginia biscuits, and real old-fashioned corn muffins.

Rising costs are a big problem, says Al Rung, public relations director of the Burlington. He predicts major changes in dining-car practices in the near future. Vending machines and cafeteria cars probably will increase.

At the start of its westbound run from Chicago to the Pacific Coast, the *California Zephyr* takes on 630 pounds of meat and nearly 200 different fruits, vegetables, and canned items, dairy and baked goods. There are non-edibles too: roses and carnations.

This train is operated by the Burlington, the Denver & Rio Grande Western, and the Western Pacific. En route it picks up fresh trout in Denver and barracuda in Oakland. If there are new foods or specialties to master, Burlington chefs will learn about them in an annual "refresher course."

The Burlington has machines which tackle a 600-ton mountain of laundry annually. This enables the *Zephyr* to depart with a linen chest of 2,000 tablecloths, 1,400 pillowcases, 1,300 sheets, 2,100 towels, and many other items. Chinaware used on Burlington trains is

an exclusive Violet Daisy pattern, originally imported from Germany but now custom-made in this country. Other railroads also have exclusive patterns.

Santa Fe dining-car service is managed by the Fred Harvey organization. Its astute purchases of foods involve buying a boatload of Dover sole or taking the entire season's catch of whitefish from Lake Primrose in Canada. Behind the scenes of the Santa Fe's commissary and laundry are 225 people.

The Santa Fe serves over 3½ million meals a year, not including short orders, and spends more than $200,000 a year to replace crockery, glassware, and silver, and over $50,000 a year for replacement linens. The job of supervising 67 dining cars—none of them in one spot very long—is immense.

This road's commissary is stocked with thousands of items. It has rooms full of meats, cheeses, vegetables, fruits, liquors, flatware, china, linens, buttons, ice tongs, stationery, and hundreds of big padlocks, and it briefs its crews like bomber crews before taking off for a mission.

"There are really six stainless-steel *Super Chiefs* with ten crews," says John R. Baird, superintendent of Santa Fe dining car service. "In addition, we have stand-by diners and substitute help. The *Super Chief* cannot leave without a diner and enough waiters and chefs. The high-level diner on *El Capitan* cost about $350,000."

Such cars (with the kitchen below) are popular today. The Union Pacific and other roads have them.

INNOVATIONS include the Seaboard's "hospitality" hour, at which passengers enjoy coffee and orange juice "on the house." The Atlantic Coast Line gives champagne at dinner on the *Florida Special* and invites its passengers to enjoy television. The Great Northern's *Empire Builder* offers dinner by reservation, as do the Northern Pacific's *North Coast Limited* and the *California Zephyr*. Some roads play background music and give taped travel notes concerning things to be seen.

How would you like to have "The King's Dinner" in the candle-lit room of the famous *Panama Limited*? This Illinois Central multi-course meal features a fish course followed by charcoal-broiled sirloin, topped off with a heady cheese and fresh apple wedges for dessert. This feast was conceived by Charles ("Red") Gibson, a veteran waiter.

Seaboard chefs produce deviled crab, chicken livers with mushrooms, omelet with creamed shrimp, Fernandina salad,

Dome cars such as this on the Union Pacific make dining a memorable occasion.

Three hours before departure, the *Broadway Limited* is stocked, and baking begins.

Unlike any other North American railroad, the C&O has waitresses on some dining cars.

Something new: fashion show in well-appointed diner of the Burlington's *Twin Cities Zephyr* gives extra charm to memorable meal. Model from exclusive Fifth Avenue shop shows latest sports wear.

spoon bread, baked salmon Biscayne, and peanut soup, to name a few items.

Among regional specialties on the Chesapeake & Ohio are Lake Superior whitefish, breast of chicken on Smithfield ham, fresh Virginia biscuits, and corn muffins. Upon boarding trains for the resorts which the railroad serves, ladies receive complimentary corsages.

An interesting taste treat on the Louisville & Nashville is the Gulf Coast seafood platter. Its selections are procured daily in New Orleans fish markets before departure. Another memorable menu is "The South's Favorite"—boiled Kentucky ham hock, turnip greens, black-eye peas, and hot corn muffins.

The L&N is noted for its Dixie Breakfast, created around a slice of ham with red-eye gravy, hominy grits, eggs, and hot biscuits. Among the fan letters the railroad receives was the suggestion that it pipe the aroma of frying ham through the train each morning.

The most popular dishes offered on Southern Pacific diners are a salad bowl with French dressing and lamb saute with vegetables and browned potatoes served in a family-sized casserole. Demand for recipes is so heavy that the railroad has them printed in a booklet. Serving many areas, the SP offers regional specialties such as Gulf shrimp and red snapper, Chinook salmon, and lake fish.

Imported dessert cheeses and Belgian linens, fresh roses, and real silverware are featured on the Rock Island's name trains west of Chicago. Items most frequently posted on its menus are chicken with dumplings, pot-roast, sirloin of beef, mixed green salad bowl, and Colorado mountain trout. Red snapper is popular on its Texas runs.

Items from the stainless-steel kitchens of the Great Northern reflect a great beef-producing country. Dinner menus offer rib eye and strip loin steaks, prime ribs, and short ribs. But the road also goes through sheep country; lamb chops are popular, too.

"The Great Big Baked Potato" has been served on the Northern Pacific for 56 years. Other specialties include individual lemon meringue pies (nearly 43,000 served annually), salad dressing, and toast made from bread baked in the road's own bakeries. The water served is filtered and bottled at Pokegama Springs near the picturesque Detroit Lakes in Minnesota.

Hiawatha chicken salad and *Hiawatha* tenderloin luncheon steak are popular on the Milwaukee Road where every table is graced by a fresh garnet rose. If you ride the Union Pacific you're faced with a difficult choice among Columbia River salmon, brook trout, charcoal-broiled ham steak, and Alaska codfish.

No journey southwest of St. Louis is complete without cutting into a steak on the Missouri Pacific's *Texas Eagle*. And on the *20th Century Limited* over 50 percent of the passengers order roast beef or steaks.

Though passenger services have been curtailed and some trains consolidated, the great tradition of elegant dining continues. In a few instances service features are even expanding under the encouragement of increased passenger demand.

Rail travel is still a major means of going places and seeing the face of America. Many people delight in the luxury of private accommodations, the pleasure of choosing from a rich and varied menu, and the joy of sampling gastronomic delights from North, East, South and West on snow-white linen. •

TRAIN-WATCHING

by JAMES M. FABIAN

DURING my boyhood at Des Plaines, Illinois, I not only read about steam-powered trains in *Railroad Magazine* and saw hundreds of pictures of them; I also had ample opportunity to observe the real thing. Three major pikes passed through my home town, twenty miles from Chicago —the Soo Line, the Chicago & North Western, and the C&NW-Milwaukee Belt Line. Their rights-of-way had plenty of frontage for interested lads like me to park their bikes and set up train-watching posts.

The three lines crossed one another in triangular fashion near my home. That area was ideal for observing trains and in those days each line boasted a full timetable. The North Western parade was made up entirely of "varnish," from two-coach commuter trains to the highliner *Dakota 400*. The Soo was predominantly a redball operation. The Belt Line ran special freights bound to and from Milwaukee or Chicago, with white or green flags whipping the breeze on every edition.

I played no favorites. Whichever tracks were hot received my attention, depending on where I was then.

At Des Plaines it is almost impossible to be out of earshot of trains. In the business section, the North Western's high-stepping Pacifics pranced by the family printshop, their vibrations systematically loosening red bricks from the walls of the old building. The Belt Line rattlers, pulled by massive 2-8-2's blowing throaty quills, captured my attention when I visited the C&NW commuter yards on the west side of town. The Soo Line passed closest to the house, though, and its hotshots often had to halt at the crossovers to await their turn. Their highball artists pulled impatient blasts on the whistles as if to demand that the towerman give them a "proceed" sign.

Train-watching was at its best in summer, when school was closed. But that didn't rule out a snowy winter day also. The thundering Soo Line freights, headed by steamers of the 5000 series, made vivid pictures as they swirled through the powdery whiteness.

In summer the dust that replaced the snow was sucked up as the massive engines barrelled down the high iron with strings of heavily-laden cars bound for northern Wisconsin or Chicago.

On a hot day the shimmering rails told of a train's approach by the trans-

Kenneth Kraemer, 224 Young St., Tonawana, N.Y.

Canadian National 6167 makes photo-run with excursion train of National Railway Historical Society, Buffalo Chapter.

Sierra Railroad's No. 28 fights up grade near Black Oak trestle in California.

mission of slight ticking sounds, vibrations made by flanged wheels far down the line. Soon you could hear a faint whistle. Then you saw an engine charging around the bend.

Bells at grade-crossings would start to ring, as did a warning buzzer in the control tower at the crossovers. If the engineer was favored with a highball, I knew that I'd have to watch fast, for the Soo freights roared through town at greater speed than trains of the competing pikes.

Just before each train arrived at my watching post, the ground would vibrate and the air grow tense. This was the supreme moment for a train-watcher. It dramatized action. Motion was king, making insignificance of a lad standing at the sidelines.

The combination of sounds made by the passing tons of iron was drummed into the background by the cacophony of hundreds of wheels clattering over the crossover frogs. Hot exhaust with an unforgettable smell permeated the gusts of wind that washed against my face as the long string of cars rushed by, a virtual blur to my watering eyes. All too soon the red crummy appeared, ending the parade. The roar subsided and my gaze followed the departing train as it shrank into the distance and vanished around a curve.

Many Soo Line freights had to stop in deference to the priority of passenger runs on the North Western. They provided an extended watching time, chalking up a lesser mark in the thrill department but paying dividends in information. These trains had been given the slow board down the track, so they didn't thunder around the curve as did those with a highball. No cloud of dust was evident. You could see the train clearly as it sauntered up the modest incline to the semaphore.

To make sure the towerman knew of his arrival, the engineer would pull several extra blasts on the whistle in hopes of getting a clear board. Wisps of fog escaping from the multitude of valves clustered about the boiler made

Bart Gregg, 1371 31st Ave., San Francisco

it appear that the locomotive, too, was fuming and fussing over the delay.

This period of stillness afforded good observation time. You could scrutinize every detail of the towering engine. Combined, they made for a striking study in roundness; the huge round drivers, the round cylinders into which the lanky pistons slid, the round smokestack sending near-invisible heat waves skyward, the round sand domes, the round headlight, and the massive round boiler held together by countless round-headed rivets. In contrast, the lengthy tender was almost all rectangular, only its wheels being round. How majestic the mass of iron appeared!

After the passenger train negotiated the crossover, the semaphore slid into the green slot. The freight hogger acknowledged the signal with short whistle blasts while his bell clanged rhythmically. He eased out the throttle to give the engine sufficient forward thrust to pass a jolting lurch to the first of the string of freight cars. That jolt crashed on back to the caboose.

The train was on the go again! It stalked by, displaying the great potential of steam. Hoarse chuffs flew skyward as the overall-clad runner manipulated his throttle. Overhanging cottonwood tree limbs, caught in the searing exhaust, danced wildly as if trying to get away.

The engine and the first few cars clattered over the crossovers at a moderate pace. Each succeeding car moved at a quicker step until soon the wheels were giving forth a continuous rumble.

You barely had time to identify the heralds of each one and hazard a guess as to its contents. First there were Katy stock cars, probably cattle and hogs from Kansas. Then Pittsburgh & Lake Erie hoppers heaped with glittering bluish-black coal from Pennsylvania, followed by Santa Fe reefers undoubtedly bearing fruits that, inside, must have been sweet-smelling.

About sixty other assorted cars made up the average consist, with sometimes a dilapidated, open-ended, wooden coach or two cut in ahead of the hack. Thus another train passed your watching post. Never again would you see exactly the same combination of rolling stock. New cars, different engines, other cargos would trundle by.

Train-watching, even in these days of diesel-electric power, should be part of every lad's growing up. It's a simple hobby. No special talent or equipment is needed. There are no rigid rules to observe, just your own curiosity to satisfy. And a devoted train-watcher never outlives his fascination.

If in later years you should find yourself far from the gleaming rails, you could always call on memories of happy hours at trackside, spent with or without a camera, to keep alive your deeply-rooted love of trains. •

David Plowden, 1239 Madison Ave., New York, N.Y.

Past history: Royal Hudson type with commuter local on the Canadian Pacific.

THE

Churchill

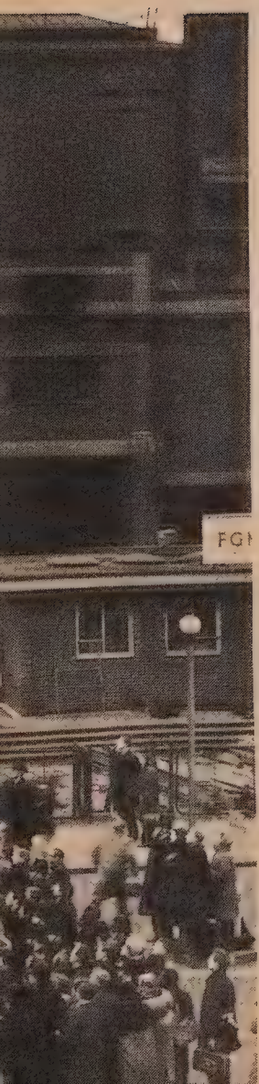
FUNERAL TRAIN

Crew (left to right): W. H. Horwill, guard (conductor); A. W. Hurley, driver; J. C. Lester, fireman.
All seven photographs from British Railways

↑ After the final homage of kings, queens, other dignitaries, and ordinary people, the four-car train pulls out of Waterloo Station.

← Hearse bearing the statesman's body approaches Waterloo Station, from the roof of which a flag flies at half staff.

Journey's end: the old depot at Handborough, near Bladon, freshly painted and draped in purple, white and black, with wreaths of early daffodils. →

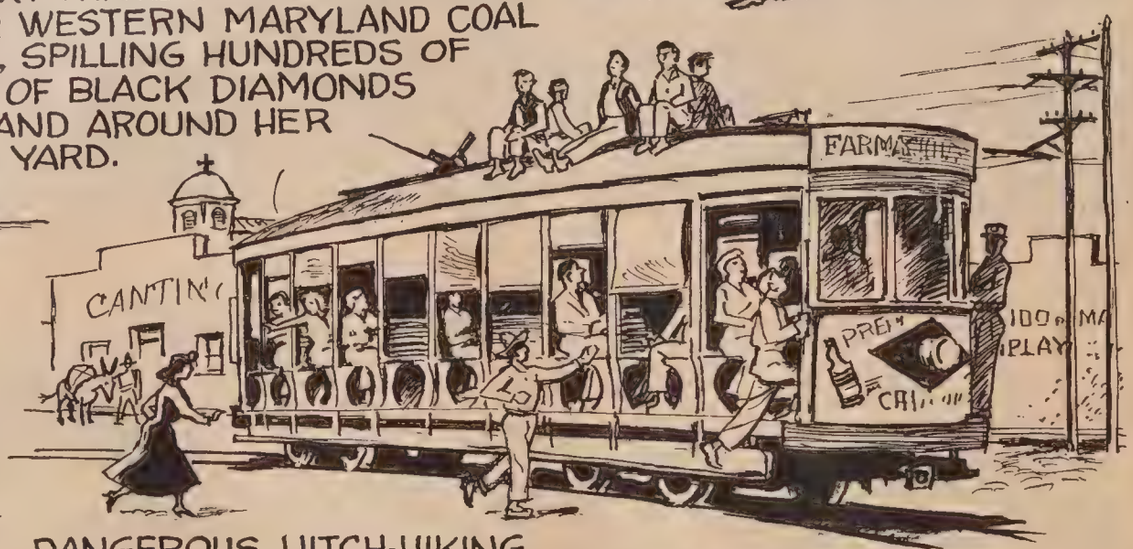


The engine: No. 34051, Battle of Britain class, named *Winston Churchill*, was built at Brighton in 1946, painted green, orange, and black, bearing Marlborough family crest.

ALONG THE IRON PIKE

by Joe Easley

"PENNIES FROM HEAVEN." APPARENTLY MRS. MERLE BACHTELL HAS PLENTY OF FUEL TO HEAT HER HOME AT BIG POOL, MD., NEXT WINTER. HOTBOX DERAILED 41-CAR WESTERN MARYLAND COAL TRAIN, SPILLING HUNDREDS OF TONS OF BLACK DIAMONDS INTO AND AROUND HER BACK YARD.



DANGEROUS HITCH-HIKING. MEXICAN KIDS OFTEN GET FREE RIDES ON TOP OF VERACRUZ STREET CARS BY CLIMBING UP WHILE BUSY MOTORMAN ISN'T LOOKING.

TWO DIESEL LOCOMOTIVES, OPERATING IN TANDEM, ASSIST IN ROCKET LAUNCHING AT CAPE KENNEDY, FLA., BY PUSHING GIANT TRANSPORTER TO ASSEMBLY BUILDING, WHERE A TITAN III SPACE BOOSTER IS EQUIPPED WITH TWO LARGE SOLID FUEL MOTORS FOR ADDITIONAL LIFT-OFF THRUST BEFORE IT IS FIRED FROM THE TRANSPORTER. (*Drawn from Aerojet photo*)

AGENT-OPR. BURKE DISPLAYS 38-STAR U.S. FLAG, FOUND RECENTLY IN ATTIC OF ELGIN, JOLIET & EASTERN TOWER AT LEITHTON, ILL., WHICH WAS BEING REWIRED. (COLORADO, 38TH STATE, JOINED THE UNION IN 1876.) (*from J-Milepost, EJ&E*)

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 *Which railroad operated America's first regularly scheduled diesel-powered freight run, and when?*

The Santa Fe, in 1941. *Railroad Magazine* (June '41) had an illustrated fact article on the subject by Clifford Funkhouser, author of fiction story "The Hobo Local" on page 42 of our current issue. Cliff called his 1941 article "A New Breed of Iron Horse." Our editor assigned him to ride that train and write his impressions of it to see how an old-time boomer conductor would react to the new power. Cliff admitted later that the Santa Fe's public relations department served him so much liquor on the history-making run that part of the time he wasn't sure whether he was coming or going.

2 *About 15 years ago I read in your magazine of an interurban which officially called its operators "motorneers" instead of motormen, but I forget which line it was. Please tell me.*

According to Steve Maguire, several companies used that word. He has a metal uniform cap plate from one of them, inscribed "Motorneer T.R.T. Ry.," meaning the Topeka Rapid Transit Railway in Kansas, which was abandoned in the 1930's. Steve is curious to know if any readers have similar cap-plates in their collections.

3 *When were hand-brakes first used on railroad trains?*

In 1831 hand-lever brakes, similar to those with which stagecoaches were equipped in those days, were tried out on the Camden & Amboy (now PRR) in New Jersey and on the Mohawk & Hudson (now NYC). We don't know which railroad used them first.

4 *Brief history, please, of the Birmingham, Columbus & St. Andrews.*

A short-lived company was incorporated hopefully on April 30, 1903, in Alabama and Florida to build a standard-gage railroad from Chipley, Fla., to Columbus, Ga., 200 miles, plus a branch to Birmingham, Ala., about 100 miles. The line was laid with 70-lb. rail but never got further than Greenhead, Fla., with total trackage of 38 miles. It had two steam locomotives, five freight cars, and five passenger cars. There was so little traffic in the area that the company went into receivership on Christmas day, 1908. Efforts to revive it under the name Alabama & Western ended shortly afterward in complete abandonment. If any reader owns a photo of either of its engines he has a rare collectors' item.

5 *How far back is a flagman required to walk from his train when it stops unexpectedly?*

The distance varies. This comment comes from Bill Knapke, a pensioned conductor, 3831 E. Flower Ave., Tucson, Ariz.: "More than thirty years ago, when I retired, the Southern Pacific had the following rule 99 (which may or may not still be in effect):

When a train stops under circumstances in which it may be overtaken by a following train, flagman will at once proceed back with stop signals a sufficient distance to insure full protection.

At one-fourth mile he will place one torpedo on rail, continuing back an additional quarter-mile, he will place two torpedoes (not more than three rail-lengths apart). He may then return to the first torpedo, where he will remain until recalled by the whistle of his train or relieved by another flagman.

When recalled by the whistle of his train, if another train be within sight or hearing, he will remain until full protection has been secured.

"In actual practice," Bill goes on, "a flagman uses his own judgment of distance he goes back. Ascending a mountain grade, for instance, a man would be foolish to walk far. If his train is descending, however, or is on a tangent or a curve, he'll probably walk three or four times that distance. A good flagman makes certain that a train coming behind has ample space to stop safely."

Incidentally, Bill has a wizard memory. He quoted that rule verbatim, although he says he hasn't seen a railroad book of rules for more than 30 years!

6 *When was the first steel-frame passenger car used in suburban service?*

September 2, 1903, on the Illinois Central Railroad at Chicago.

7 *How long have dynamometer cars been operating in the United States?*

Ninety years. Initial test runs were made in 1875 on the Lake Shore & Michigan Southern (now NYC) between Cleveland and Collingwood, Ohio.

8 *Print "The Railroad Man's Psalm."*

Here it is, author unknown, paraphrased from the 23rd Psalm.

The Lord is Our Dispatcher, we shall not be afraid.
He calleth us to duty in the service of men.
He ordereth well the course that we must run.
He maketh clear a pathway for us.
He guardeth well the places of danger and destruction.
Yes, though we travel through the gloomy storm of the night or
Beside dangerous waters and mountains, we shall fear no evil for
His guidance will give us confidence.
He prepareth a journey before us in the midst of all our difficulties.
He keepeth vigilance over our way.
Surely His wisdom and care shall follow us all the days of our travels.
And He shall receive us safely at the end of the run.

9 *When was the first electric headlight used on a locomotive?*

The first experiments in this field were probably those conducted in 1883 by Leonides Wolley, an Indianapolis inventor. He applied some sort of electric machine to an engine, but it would not burn after the locomotive started to move. No description of it is available. Two years later electric headlight equipment built by Charles J. Janney was placed on locomotives running between Cincinnati and Indianapolis on the Chicago, Cincinnati & St. Louis (later the Big 4, now part of New York Central system). These were actually the first, although they were taken off after a few trips.

In 1887 Wolley patented a device manufactured by the newly-organized American Electric Headlight Co. Several locomotive headlights were demonstrated, one on the Cleveland, Akron & Columbus and another on the Pan Handle (PCC&StL). They were better then previous designs, but none lasted after

a few weeks' service, and the company was soon liquidated.

Then in 1888 the enterprising Robert B. F. Pierce of Indianapolis bought the rights to all electric headlight patents. The National Electric Co., which he founded, produced the first electric headlight that performed without failure from one terminal to the next. There was maintenance trouble, however, and the company folded up when Pierce died in 1897.

Meanwhile, Edgar A. Edwards of Cincinnati had patented an electric-arc lamp and organized the Edwards Electric Headlight Co., which lasted from 1890 to 1907. Aside from his device, no generator thus far had been motivated by anything but a reciprocating engine. But in 1897 George C. Pyle built a turbine which he connected directly to the armature shaft of a dynamo. His design resulted in a new, better, and simpler arc light. He sold his patents to Royal C. Vilas, who thereupon organized the Pyle National Electric, which has been doing business ever since. Its main office at 37 west 39th Street, New York City, is not far from the *Railroad Magazine* office.

Pyle's equipment was far superior to anything previously manufactured. Railroad companies responded in 1899 by ordering 72 Pyle-National sets—nearly three times the total of electric headlights in use before that year. This company's first shipment was to the Chicago, Rock Island & Pacific on March 5, 1897. Then on St. Patrick's Day of the same year a set went to the Florida Central & Peninsular (now part of the Seaboard Air Line). A week later two sets were shipped to the Houston & Texas Central (now part of the Texas & New Orleans, SP system).

About this time several roads began advertising the safety factor of its new illumination. Shortly after a Rhode Island ten-wheeler had made its famous 120-mph run on the Plant system, a picture of the engine printed in public timetables showed an electric headlight and electric lamps on the running boards. But not until 1906, the year *Railroad Magazine* was founded, did electric headlights go into common use on freight runs.

In 1915 Congress enacted a law, sponsored originally by Texas locomotive engineers, requiring all locomotives operating at night under ICC jurisdiction to be equipped with such headlights. Our thanks to Charles E. Fisher, president of the Railway & Locomotive Historical Society, for answering this question.

10 *When did the first parlor car operate in the U.S.?*

In 1876, the *Maritana* was placed in operation by the Pullman Palace Car Company. That was the very first. Today, the only all-parlorcar train running anywhere in the country is the Long Island's *Cannon Ball.*

11 *Which is the largest North American railroad without passenger service?*

We think it's the Katy. Our friend John W. Barriger dropped such service, for good and sufficient reasons, shortly after he took over the presidency. The Katy pulled off its last four "streaks of varnish" (Kansas City-Dallas) Numbers 1 and 2 and 5 and 6. They had been costing the road a million dollars a year. This leaves some 70 cities and towns in Texas, Oklahoma, and Kansas without any rail passenger service. Those Katy trains are said to have averaged no more than 50 passengers altogether, or ten at any one time! The last run was, of course, better patronized by rail buffs and others.

Incidentally, the M-K-T is getting 1,000 new freight cars under a $19 million Federal "lend lease" deal. This sum is a major part of a $22 million capital improvement program which includes 30 miles of new welded rail, 500,000 new ties, 80 miles of re-ballasting, and considerable shop and track machinery.

12 *I am looking for the words of a poem entitled "On the Train."*

Here they are, author unknown.

I love the feel of the cushioned seat
And the absence of jolt and jar;
There's sense of comfort that's
so complete
When I ride in a railroad car.
And I like the friendly porter's smile
When he offers to carry my grip.
In fact, I enjoy each fleeting mile
When I go on a railway trip.

At night I'm snug in my Pullman berth
While the train glides swiftly along;
I am lulled to dreams of a heavenly earth
By a sort of a rhythmic song.
It's the steady hum of the sturdy wheel
As it carries its precious load,
Singing a note at each joint of steel
As it rolls o'er the gleaming road.

I care not to ride o'er the rolling sea,
For a life on the bounding main
Hath no particular charm for me,
But I do love a railroad train.
You may want to ride in an automobile
Or aloft in an aeroplane,
But I'm for the good safe road of steel
And a speeding railroad train.

Running Extra

Illinois Central's 4960 was gilded for a 50th anniversary fete at Casper, Wyo., and we wondered (Aug. issue) if that was the only locomotive ever painted gold.

"No," writes E. Leigh Morris, RFD 3, Box 245, Naperville, Ill. 60540. "The Burlington's 4-8-4 No. 5632 helped to celebrate the 100th anniversary of Chicago-Aurora rail service in May '64 by being sprayed with water-based gold paint. Unlike the IC Mikado, she was gilded completely from pilot to firebox, from driving wheels to tender. You should have seen her prance westward with 20 cars, including a business car in which President Murphy rode. The train stopped at each town along the route; speeches were made and local politicians and newspaper men boarded it."

"I don't know of any other gilded locomotive, but some interurban lines had gold-painted steeple cabs and gold-painted box motors and passenger equipment. Most elegant of these was the 412-419 series on the Chicago, Aurora & Elgin."

Our August issue brought up the subject of the largest cities in the U.S. and Canada without passenger-train service or any other rail operation.

"Canada's largest city with no rail transportation is Verdun, Que. (population 78,317, census of 1961)," writes S. W. Worthen, director, Canadian Railroad Historical Assn., Box 22, Station B, Montreal 2, Que. "Verdun is within the Montreal urban area and is generally regarded as part of it but is actually an independent city. It has never had passenger-train service; Canadian National and Canadian Pacific main lines do not touch even its outskirts. No rail freight lines or industrial spurs enter Verdun because it is largely residential and has no industrial area.

"Dartmouth, Nova Scotia, across the harbor from Halifax, has rail freight but no passenger service (pop., 1961 census, 46,966)."

Answering a reader's query (Aug. issue) as to where he could buy an engineman's polkadot cap is this comment from Richard P. Grossman, president of the Kromer Cap Co., 1027 N. 7th St., Milwaukee 3, Wis.: "Our company has been producing fine cotton and wool caps for the railroad trade for more than half a century. We currently offer a wide variety of patterns and colors and will furnish sample swatches and price lists on request."

"Who can supply a photo of the Lehigh Valley's 409, the bell from which I obtained from an official of that road?" asks Eric M. Rodgers, P.O. Box 983, Stowe, Vt. 05672. "The official said the 409 made the last steam run on the LV. Will some reader tell me details of that run?

Our July department carried a request concerning the oldtime practice of draping cabooses in black for a 30-day period after a conductor or brakeman using such a caboose was killed in a wreck. The following reply comes from Fred J. Propp, 1343 S. Burchard Ave., Freeport, Ill. 62025:

"Chessie take-your-auto service," newest feature in traveling by rail, Two-level rack car at rear of Baltimore & Ohio train pulls into Chicago.
C&O-B&O Railroads

"That practice was in vogue on the IC in around 1888. While I never saw it myself, my father-in-law, Fred A. Reed, who was yardmaster at that time at Centralia, Ill., told me years later that such a practice had been in effect and that so many crew men were killed on duty that some cabooses were draped in black almost continuously. He made the statement to prove his point that railroading in those days was very dangerous. I married his daughter in 1906 and he didn't want me on a job like that. But I do not know when the caboose-draping started or ended."

Fred railroaded from 1906 to 1957, was 80 last January and is in excellent health. He adds: "I have no dismemberment of any kind, thanks to safety education and various devices that make the modern railroad a safe place to work on and travel on."

Commenting on the caption of the picture in our August issue, page 22, bottom, Donald S. Robinson cites two old-style ball signals still in service in the United States. Don is a Boston & Maine train dispatcher. He says the "Special Instructions" section of the B&M timetable 11, which took effect last June 27th, includes the following:

Whitefield and Waumbek Junction: One ball or one red light will allow trains on the Boston & Maine Railroad to pass over Maine Central Railroad track. Two balls or two red lights will allow trains on the Maine Central Railroad to pass over Boston & Maine Railroad track. All trains and engines will stop 500 feet from Main Central track.

"Since both of these lines are lightly used," he writes, the expense of installing interlocking signals is not warranted. Thus both will probably remain in service for some time. They are in New Hampshire, five miles apart on the Woodsville to Berlin route. The one at Whitefield is readily accessible for pictures, as the crossing is only a few feet from U.S. Highway 3, but Waumbek Junction may be reached only by a long walk from the nearest grade crossing.

"Edaville Railroad also has a ball signal, but it is never operated. Electric lamps on the pole are used, however, when more than one train is running, to indicate whether or not the station platform is occupied. I understand that another is preserved at Lake Charles, Va., but have no information on this."

Request from Forrest A. Nola, c/o General Delivery, San Francisco, Calif.: "I am told that you are both cooperative and successful in locating railroad personnel. Please help me to find Colonel Fraser (I don't remember his first name), who is known to be a reader of your magazine and a railroad writer, and this seems to be the best and quickest way to trace him. Fraser was in the U.S. Army or Marine Corps and at one time was a patient at Letterman Hospital, San Francisco, living in central California."

A new two-record album of 12-inch LP's has been issued by North Jersey Recordings, Box 2, Maplewood, N.J. 07040: "Sound of Steam," which can be played on either stereo or mono. The album covers a wide range of steam railroading: large roads and shortlines, big engines and small, from Canada to Mexico. John Briggs is partial to whistles and has brought together some thrilling examples.

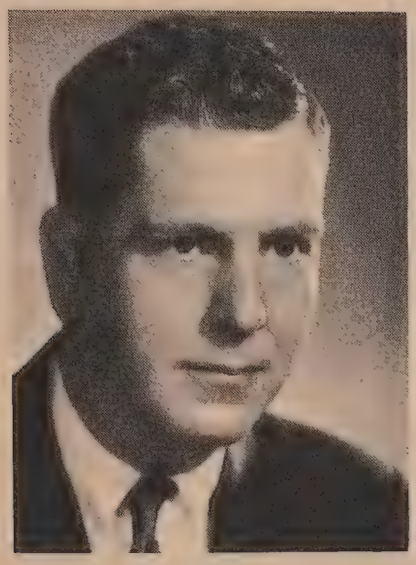
We enjoy just about all railroad recordings (except diesels). This one is among the best; John has done a fine job. Photos by Gordon Roth, Mike Eagleson, and John enliven the attractive jacket they are all members of the Railroad Enthusiasts). Cover photo is by Don Wood. The descriptions of each band are adequate. This album should please every steam fan who can spare $9.90 for a nice addition to his sound recordings.

For the first time in the United States, the C&O-B&O is offering passengers the opportunity to take their automobile right along with them on the same train. While the traveler relaxes for the 770-mile trip between Washington and Chicago in an air-condition, reclining-seat coach, or a Pullman private room, his automobile will be riding along behind. For a family of four (parents and two children under 12) the coach fare with their auto on a "Red Circle Fare Day" is only $126.45. A salesman can load up his auto with luggage and sample cases, reserve a Slumbercoach private room and his fare will be only $89.10 —a lot cheaper than by air plus hiring a car at the other end.

The autos are transported aboard a two-level auto-rack carrier at the rear of the train. See photo on this page.

C&O-B&O's aggressive and imaginative Director of Passenger Services, Paul Reistrup, worked out the details of this plan. He devised the "Red Circle Fare Days" plan of a 31% reduction in one-way fares for both coach and Pullman which are lower than the bus fares.

It was a dark night and the new brakeman was signaling from the top of a boxcar to the engineer when he dropped his lantern. A man who was passing quickly picked it up and tossed it back to the brakeman. The train slammed to a halt and the engineer came running up. "Let's see you do that again—jump from the ground to the top of the box car."



Interesting Railfans No. 34

Everett L. DeGolyer, Jr.

by Freeman Hubbard

All phtotographs used with this article were made by "Ev" DeGolyer except his own portrait.

LUCIUS BEEBE lists "three repositories of historic material" without which he and Charles Clegg could not have produced "the not inconsiderable number of books that bear our names on the title pages." These three are the Smithsonian Institution, the Western Collection of the Denver Public Libarry, and the DeGolyer Foundation at Dallas, Texas.

"Of these," he explains, "the third one alone is dedicated in large degree to the fact, folklore, and legend—pictorial, historic, and statistical—of the business of railroading. In the other two, railroading is merely incidental to their larger overall ambit and purview.

"Everett L. DeGolyer, as custodian of the collection honoring his father's memory, is beyond all peradventure the most knowledgable repository of railroad matters to be encountered anywhere. Primarily concerned with motive power history, his field of interest is vastly more catholic than that of the nuts-and-boltsers. It embraces the entire business of railroad operations and other forms of transportation, with a fantastic sense of association and recall. I know of nobody, not even John W. Barriger, who can at a glance identify so many old locomotive photographs as he can with no other clue than their historic evidence."

Human beings look tiny beside a giant locomotive like the UP's 4018, a 4-8-8-4 type, at the Texas State Fair. We see DeGolyer's wife, Edith, and their two children, Everett and Clare.

Beebe also notes DeGolyer's "generosity with the material of which he is custodian" and his contributions "in overwhelming dimension" to the pictorial content of the Beebe-Clegg books.

Interesting Railfans No. 34, nicknamed "Ev," was born December 27, 1923, at Glen Ridge, N.J., and lived at nearby Montclair until the family moved to Dallas in 1936. His father was president of a petroleum corporation, a consulting geologist, and for nearly thirteen years a director of the Southern Pacific Company. As a millionaire philanthropist he set up the DeGolyer Foundation shortly before his death in 1956.

Ev has never been employed by any railroad atlhough he is a director and vice-president of the Sands Measurement Corp., which is currently perfecting an electronic railroad scale to weigh freight cars coupled and in motion. Ever since his early boyhood at Montclair, trains and locomotives have fascinated him. He often hung around the Erie's Watchung Avenue depot waiting for the commuter local that brought his father home and has vivid memories of the K-1, K-4, G-15A, and G-15B engines that were standard power then on the Greenwood Lake Division.

"In 1934," he recalls, I read in *Railroad Stories* (now *Railroad Magazine*) that a surprisingly large number of fellows were taking pictures of locomotives. After that I started to do so myself, and I have kept it up. The first two engines I ever photographed were Erie No. 959, a sturdy Ten-wheeler, and No. 2533, a 4-6-2. I still have the negative of the former."

The Erie occasionally ran 5000-series gas-electrics on the Greenwood Lake line. Ev found them impressive, even noisier than steam power, but has always preferred steam, his favorites being the Pennsy K-4s, the Erie K-5A, and the Katy H-3A. He also has a keen interest in shortlines, stemming from frequent visits to the Morristown & Erie, near his boyhood home, and other small roads of New Jersey.

As he grew up in a changing railroad world he broadened his photographic coverage to include diesels, passenger- and work-train equipment, interurbans, stations, trackside installations, and other structures. At the same time he stepped up his accumulation of railroad literature. His father was one of the world's great book collectors, so Junior's interest is understandable. An eye-opening experience for the youth was to visit Thomas W. Streeter of Morristown, N.J., whose private library included about 2500 ancient books and pamphlets on American railroading, all dating prior to 1840! (Mr. Streeter died last June.)

"My pleasant afternoon with him," Ev reminisces, "showed how little I knew about a field with which I thought I was well acquainted."

That was in 1941. Around that time young Everett met Owen Davies of Chicago, who is perhaps the world's foremost dealer in railroad books, old and new, and this meeting likewise proved fruitful.

Davies says of DeGolyer: "He has a photographic memory for locomotives and can recite their numbers, wheel

arrangements, and builders with uncanny accuracy. He's naturally a rapid reader, too. He goes through historical and technical works and grasps their import as quickly as some kids devour comic books. His mammoth library ranges from multi-volume corporate histories of railroads, locomotive catalogs, and railway economics to rare time-tables, name-train brochures, and annual passes. One of his favorite roads is the Erie. He has a fabulous collection of original watercolors of Erie broad-gage steam locomotives painted by an Erie motive power official nearly a century ago.

"His command of the Spanish language has aided him in numerous visits to the railways of Mexico and, ever the book collector, he has amassed a fine collection of literature on those lines. But my friend doesn't limit himself to North America. He has a superb assortment of books on foreign railways in French, German, and Italian as well as English. He admits having some difficulty in reading the German texts but that doesn't stop him from buying them."

DeGolyer's railroad material includes about 11,000 books and pamphlets, approximately 80,000 negatives, and 150,000 prints. He has a collateral collection on steamships (some 2,000 books and pamphlets) and airplanes (about 1,000 printed items). In addition to transportation, his taste runs to social history, economics, politics, and the history of science. Instead of keeping this material at home Ev's policy is to give it to the DeGolyer Foundation Library to be catalogued, well cared for, and made available to as many people as possible.

"If anything," he explains, "my collection has been carried on at an increased pace since I started donating these items for public use. The negatives of railroad subjects will be the last portion presented to the Foundation, as cataloging is essential, and I can do this better myself at home—with some help, of course. The Foundation will eventually inherit my entire collection of pictures, books, etc., railroad and otherwise."

Ev majored in history at Princeton University, graduating in 1946. His main work, of course, is running the highly specialized library. In a sense, he is following the footsteps of his distinguished father, who gave two Texas universities about 80,000 volumes and a huge amount of manuscript material.

"My book collection has been obtained mostly from dealers all over the world," says Ev, "with occasional *en bloc* purchases of other collections. I rely heavily on visiting book sellers and buying from catalogs, and have probably done more business with Owen Davies than with any other dealer in this field."

The DeGolyer Foundation is a nonprofit charitable trust, directed by 14 trustees—6 family members and 8 outsiders—operated mainly for the benefit of Texans. Its total assets are about $1,650,000. There are two salaried employees, both professional scholars, and occasional part-time assistants. The Foundation exists almost solely to own, maintain, perpetuate, extend, and make available its enormously rich collection of books and papers. Expenses are paid from the income of endowments and by gifts received from the DeGolyer family and other sources.

Anyone can use the collection but must do so on the Foundation's premises at Southern Methodist University in Dallas. Anybody, including out-of-towners, can get photocopies, microfilms, etc., at nominal charges. Books are loaned occasionally to outside exhibits in established libraries and museums.

The Foundation Library is based largely on its founder's collections in the fields of Western Americana and Mexico and sedimentary geology (remember that Mr. DeGolyer, Sr., was in the oil industry and a consulting geologist) and business history. The last-named includes the son's vast assemblage of materials concerning the world's railroads, with emphasis on North America and the steam locomotive. It is safe to say that this collection is unmatched anywhere.

Crown-jewels of the lot are the complete specification records of Baldwin Locomotive Works, acquired by purchase three years ago. These records, comprising about 300 stoutly bound volumes, are unbroken from 1838 to 1928—ninety years! Supplementing them are several thousand filing cards, including more than 2,000 cards with designs and specifications of proposed engines, many never built, and over 10,000 mechanical drawings of Baldwin locomotives, both steam and electric.

Also included are the original papers of Samuel M. Vauclain, Baldwin's longtime president and board chairman. The colorful and vigorous Vauclain enabled Baldwin to compete successfully with the American Locomotive Co., which grew out of the great locomotive monopoly of 1901. Famed for inventing the Vauclain compound locomotive, among other things, he made an even more solid contribution to American technology by applying electric power to the process of heavy manufacture, the installation of which he supervised as early as the 1890's.

"By joint use of the Baldwin and Vauclain archives," DeGolyer writes, "it should be possible in many instances for students of locomotive history to correlate the circumstances surrounding the design, manufacture, sale, and use of a very heavy, specialized, and expen-

DeGolyer's best shot of an electric locomotive: Ferrocarril Mexicano, B-B-B type, class ME-1, at Esperanza, Mexico, in 1951.

sive sort of capital goods in a way which, to my knowledge, has not yet been done."

Recently, the Foundation acquired additional treasures: the official photographic scrapbooks of Alco's Schenectady plant for the years 1901 through 1930, substantially complete, and nearly 800 original Alco glass-plate negatives. Also a daybook of Brooks Locomotive Works for the early 1880's.

Among the more than 9,000 items in the railroad collection are 1,500-plus catalogs of locomotive builders the world over. These include nearly complete sets of Baldwin and Alco catalogs as well as the catalogs of manufacturers of steam gages, injectors, headlights, whistles, stokers, coaling towers, and so on. Also more than 300 catalogs and manuals pertaining to diesel locomotives and railcars, crossing frogs, interlocking plants, bridges, trestles, cars, and buildings.

As executive secretary of the Foundation, DeGolyer states its policy in these words: "Within our subject fields, we are endeavoring to build collections that will rank with the finest of their types in the nation. To some extent, we have already achieved this enviable position. Our only outside guides to future action are the demands expressed by our users. If the book or books you need to pursue your interests are not present in our collections, we will buy or borrow them elsewhere, provided they are compatible with our collections. In case you have criticism, comment, or complaint, please notify Everett L. DeGolyer, Jr., 1008 211 North Ervay Building, Dallas 1, Texas. Phone: RI-8 8085."

Everett's wife, Helen, is a brunet Vassar graduate, *cum laude* in psychology. She fits into his program by binding books and taking a post-graduate course in history. They have three children (see

May 30, 1963: chugging to her last resting place, the Texas State Fair. No. 7 of Union Terminal Co. (0-6-0) was saved partly as a result of DeGolyer's efforts.

photo): Everett Lee, III, age 10; Clare, 9, and Edith, 4. The husband also has a daughter Roberta, 14, from his deceased first wife. They live in Dallas but are building a summer home in the beautiful Colorado town of Aspen. Their family pet is a somewhat battered parakeet. It seems that when Ev and his bride were on their honeymoon in January, 1952, they came upon a display locomotive. Helen promptly seated herself on the pilot and Ev snapped her portrait. Then she asked, "Are you going to take another one?" The bridegroom shook his head. "Get off that engine, woman! I want *her* picture now."

DeGolyer is six feet two, has thick grayish-brown hair, and keeps his weight in the 190's by watching his food intake. He carries a heavy work-load cheerfully and achieves his best results under pressure, but is a very poor correspondent. A railfan who queries him for, let's say, the specifications of a 4-6-0 on the El Dorado & Wesson may have to wait years for an answer.

Politically he is a ticket-splitting nonpartisan liberal. He is also an agnostic and is "as nonconformist as possible, commensurate with a regard for the social and economic realities of life." The subject of this sketch nonetheless believes in a "recognizable order in Nature and in men, from which you depart only at the expense of unhappiness or social peril."

He is an active leader in the birth-control movement. Besides being a

Fort Worth & Denver Railway train No. 7 meets train No. 8 at Tascosa, Texas.

board member of the Planned Parenthood Federation of America, he served two years as president of Planned Parenthood of Dallas, Inc., being the third member of his immediate family to hold that post. His mother, who is still very much alert, was one of the two original founders of this charitable clinic. During the eight years in which Everett DeGolyer has been associated with it, the clientele has expanded from 500 impoverished women to over 6,000. Said to be the fastest growing birth-control clinic in America, it recently became a member of the Dallas County United Fund—one city's contribution to the "population explosion" problem.

Ev is also chairman of the board and treasurer of the Southwest Historical Society and a past president. He is a member of the Gulf Coast Railroad Club, Trinity Valley Railfans, RR Club of New Mexico and the Railway & Locomotive Historical Society.

He rarely watches TV, maybe once or twice a year. Aside from books and railroad pictures he collects antiques (Faberge, Battersea, furniture, etc.), travels a lot, and enjoys classical music and realistic modern novels. He has had about 1,000 of his own railroad photos published, mostly in books, some in magazines, including ours, and has contributed data and pictures to numerous projects, besides reviewing manuscripts and books, rewriting, and editing for publishing houses, magazines, and newspapers. And he knows what he wants.

"While I am willing to listen to other viewpoints, however differing from my own," he says, "I invariably make up my own mind. In business, as in life, one looks at as many facts as possible, tries to do an honest job of reaching his own decisions, ascertains that the deal is at least reasonable, and hopes for an honest shake. In making an investment of myself or my capital I try to envisage the worst possible contingency that could result before I go along. This has saved me from many a hard fall.

"One would have to be positively insensitive to go through the day without a constant stimulus of things and happenings that afford personal delight. Starting with breakfast, I enjoy the pleasant odors of good cooking and a chance to bird-watch and squirrel-watch out of the window. While driving to the office I am conscious of the agreeable sensation of well-adjusted machinery. There is also the happy anticipation of what the morning mail may have in store. And so on through the day."

Most of Everett DeGolyer's photography is done with Rolleiflex 2¼x2¼ cameras, of which he has had five since 1937. He likes its twin-lense feature, its wide-angle lens, its light weight, and the facts that it holds twelve exposures. This camera can produce depth of focus, especially at the small aperture you can use with modern high-speed film.

"If my photography has any characteristic," he says, "it is that I get as close to the subject as I can, which with a Rolleiflex is pretty close."

One of the handsomest locos ever built, DeGolyer thinks, was this Katy 4-6-2 type, seen at Dallas in 1938.

Recollections of the past: "In common with many railfans taking pictures in the early and mid 1930's I have been ushered off railroad property more often than I can count. At times I was shown the gate even though I had permission signed by the operating vice-president. Consequently, I learned to be adept at clicking the shutter first and looking around the premises afterward.

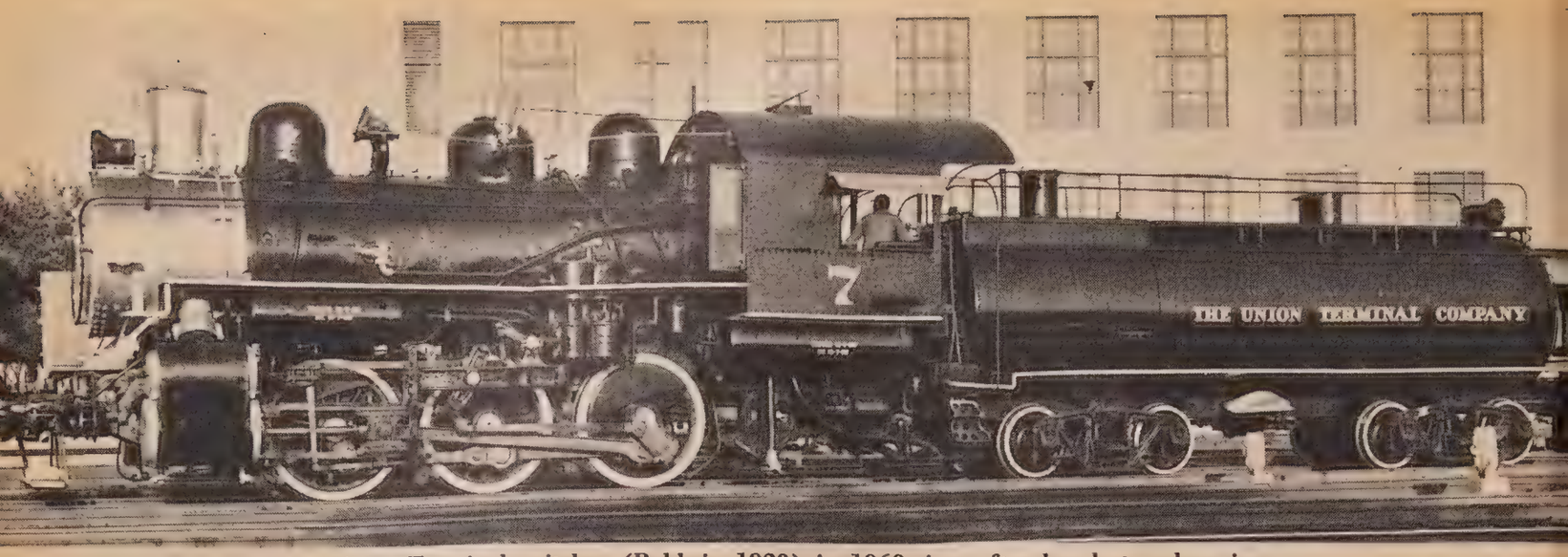
"One of the roads that disliked photographers was the Kansas, Oklahoma & Gulf. What a pity! Its power and facilities were well maintained. The Muskogee shops were among the neatest I've ever seen. Perhaps an Olympic track star could have made it through the Muskogee facilities before officialdom appeared, but I was not that fleet of foot. At Denison, however, conditions were better. You could drive right up to a good photographic vantage, shoot, and beat it.

"Another choice spot, also under sharp vigilance by the company's servants, was the Southern Pacific roundhouse and shops at Ennis. Here were 4-4-0's, ex San Antonio & Aransas Pass 2-8-0's, class M-4 2-6-0's, and even one of the SP's only three 2-10-0's. The guardian there was a Mr. Clancy. If he saw you but could not catch up with you on the premises he'd pursue you on the public highway. However, my photographic memorabilia of Ennis were reasonably free from blurs and in focus."

By and large, though, this anti-railfan attitude did not prevail throughout Texas, there being many places where you could expose a camera without hazard or molestation, even in wartime.

"In 1936," Ev goes on, "I began a photographic love-affair with the Union Terminal Co. of Dallas that has lasted to this day and was at least partially responsible for the preservation of its No. 7, an 0-6-0 switcher, at the Texas State Fair. Little did I realize as I fired away film at her as a youth that I'd be involved in her preservation almost thirty years later. But I suppose my biggest thrill was on the Rio Grande Southern at Ridgway, Colo. All engines were hidden in the roundhouse when I got there. But the foreman seemed so touched because someone showed an interest in his charges that he had the blowers turned on, and Nos. 22 (4-6-0) and 455 (2-8-2) were steamed up and run out to a point where I could make shots."

Ev also has had some memorable cab rides. "One was in a Maine Central GP-7 on a special passenger run from Waterville to Portland. Anyone who thinks the thrill of railroading vanished with steam should have heard No. 574's



Union Terminal switcher (Baldwin 1923) in 1960, just after her last reshopping.

multiple-chime diesel air-horn and exhausts roaring off the cliffs along the Kennebec River while the engine crew exchanged gossip on moose-hunting and signal indications.

"Another unforgettable cab ride was in India on the Madras-Calcutta *Military Mail* over the Bengal-Nagpur Railway. Although the engine was a 4-6-0 coalburner, built by Robert Stephenson, Engineer Lee C. Hightower wore a white pith helmet and an immaculate white linen suit. His fireman didn't fire —merely worked the injectors and caught and exchanged the block staff tokens while two grimy, sweating stokers shoveled in the fuel pushed down onto the gangway by two *other* stokers, who rode atop the coal pile. The engine made 74 miles an hour with 16 coaches. She had the quietest exhaust I've ever heard, while in the jungle beside the tracks you could see apes swinging from tree to tree.

"Speaking of wild animals, I will always remember a Southern Pacific cab ride in a 4-8-4, class GS-1, wheeling the *Sunset Limited* westbound and overtaken by a fast herd of antelopes as she chugged over Paisano Pass west of Alpine!"

Says Morris Cafky, author of the recently published book *Colorado Midland*: "I have met few, if any, railfans with such a wide variety of interests as those of Everett DeGolyer. Most of us specialize in a particular railway or a certain area but he is interested in railways everywhere, whether at home or abroad. Furthermore, he is generous, having let me use material for books which many persons would not have left out of their sight. His sense of humor, too, is delightful. My only criticism of the man is that the very breadth of his interests may cause him to 'scatter his shots.' He has a natural talent for research and I'd like to see him concentrate on a few specific research projects."

Charles M. Mizell, Jr., of Dallas, who has known DeGolyer for many years, first met him through the pages of *Railroad Magazine*. This is how it happened:

"I was thrilled to see a letter that you published in 1937 from someone living in Dallas. As a result, I met Everett, the only railfan I had met face to face at that time, and we spent a joyous day exploring the city's railroad facilities. Later on, we visited other places, always taking pictures. One such trip was to Wichita Falls in wartime. At the Wichita Falls & Southern roundhouse some self-appointed guardian of the nation's security gave the FBI a description and license number of Ev's car. Afterward, an FBI agent called on Mr. DeGolyer, Sr., to say that someone driving that car had been seen taking railroad pictures, and why? Ev's father laughed. 'That was my son,' he replied. 'It's a good thing he's away at school now or he'd make you look at every one of those pictures'."

Mizell and other rail buffs, who have known Ev personally for years, agree in saying that although he was born with the proverbial silver spoon in his mouth, he is modest, friendly, generous, and easy to get along with. David P. Morgan, editor of *Trains* magazine, describes him as "a boon to railroad historians."

Says Dave: "DeGolyer knows what is worth preserving in the realm of railroad text and illustration as well as how to catalog and care for it. Again, he is possessed of that common sense and humility, given to so few of us, to think beyond his term on earth so that his collection, through the medium of the DeGolyer Foundation, will be available to succeeding generations.

"Finally, he operates anything but a closed corporation insofar as sharing his railroadiana goes. Just ask his fellow members of the R&LHS . . . or anyone else. Another thing I like about Everett is his cosmopolitan broad-gage approach to the subject. He's just as happy finding a Baldwin Centipede diesel still operating in Mexico as he is unsparing to unearth a photo of, say, America's first 4-4-2. To paraphrase what someone else wrote, if we didn't have an Everett L DeGolyer around to help us out, we'd have to invent one."

All this lavish praise of DeGolyer from so many sources is disconcerting. No man can be *that* good. Actually, Ev is lazy with respect to physical exercise other than walking. He's also a heavy smoker, without enough will-power to stop, although—give him credit—he has really tried to, several times. And when he was in wholesale merchandising for himself between 1949 and '54 the enterprise flopped badly—"due," he admits, "to my lack of business acumen in the sales field." But he did learn from this debacle. "The painful experiences obtained thereby," he writes, "were of the utmost value to me in managing my family's estate, which I have done ever since. This job includes the supervising of investments in stocks, bonds, and real estate."

Incidentally, Ev did very well as an investor prior to his wholesale venture and is still successful in that field; so we can forget the one business failure. Everybody is entitled to some misjudgments. After all, it's not the mistakes in

life that count; the important thing is how you react to them afterward. A good indication of DeGolyer's character can be drawn from his wartime effort. After serving in the U.S. Air Force for a short time he was given a medical discharge. Rather than "sit out" the rest of the war, he joined the American Field Service and drove an ambulance on the Italian front. His biggest service, though, is running that big Dallas library.

"To create literature or write history," he says, "a scholar must have an abundance of sources—sources often unavailable only in the original form, as few rare books have more than one edition. We want the Foundation Library to become a center where people automatically must come for certain types of research because there is no other place for them to go."

Everett De Golyer sums up his philosophy thus: "Like a good Boy Scout, I hope that in the larger projects I have attempted I will have left the camp site in a cleaner condition than when I got there." ●

Ferrocarriles Nacionales de Mexico No. 2124 on a Toluca-Mexico City local.

It's hard to get a dramatic shot of a piece of rolling stock, but we think that DeGolyer did well with this one of Katy business car 400. He made it especially for Lucius Beebee's book, *Mansions on Wheels*, at the Dallas Union Terminal five years ago.

Steve Maguire's

TRANSIT TOPICS

Rochester Transit Co. No. 60 at speed on subway line May 12, 1956, less than one month before abandonment. Stephen D. Maguire, Box 51, Belmar, N.J.

PITTSBURGH'S Port Authority (PAT) is having a survey made of Greater Pittsburgh in contemplation of a large-scale rapid transit system. We learned this from State Senator Robert D. Fleming, a member of PAT. Also in progress is a full-scale survey of the area's transit needs, which alone, will cost half a million dollars, writes Jim Cerny, 1022 Province St., Pittsburgh, Pa.

Stephen D. Maguire

Leland Hazard of PAT says that in slightly over a year the citizens will be asked to approve a rapid transit bond issue of unprecedented proportions to pay for the new system. He warns that any program which proposes to funnel more motor traffic into the city instead of developing rapid transit is a tragic delusion.

The cost of a large-scale transit system is estimated at nearly $700 million. Success or failure in obtaining approval of such a project at the polls depends largely on community leadership, says the Pittsburgh *Post-Gazette*. This newspaper cites the most disturbing aspect of the proposal as not being the projected deficits but the fact that the city is still very far from actually coming to grips with the problem.

"We will have more highways," says the *Post-Gazette*," no matter what is done about public transit. But Mr. Hazard points out that rapid transit does five times the work at one-fourth the cost. He has contributed much to a fuller understanding of one of the community's most urgent problems."

When the city's Liberty Tubes for automobile traffic were closed for repair last summer Pittsburgh residents discovered the advantages of a rail-bus experiment that was unexpectedly proved to be a success. These tunnels parallel rail lines from the downtown section to South Hills. Two bus routes, Curry and Baldwin Highlands, were diverted temporarily to the South Hills rail junction. There, passengers transferred to trolleys that took them downtown through the rail tunnels.

Although the rail-bus plan came about only as an emergency measure when the highway tubes closed down, it was hailed as "terrific" by City Traffic Planning Chief Anthony Miscimana, who feels that the setup has good possibilities for the future.

LOS ANGELES, where the need for rapid transit appears to be more urgent than anywhere else in North America, is suffering from a lack of local leadership willing and able to educate the public on traffic problems. This lack caused the defeat of a wise legislative plan for a rapid-transit system to be subsidized by a motor vehicle tax. Obviously, people don't want to pay for anything unless they are convinced of its advantages. Politicians should have pointed out to them that a good rail-transit system would benefit the entire public and would help motorists in particular by easing highway congestion.

A recent survey by Opinion Research of California indicates that voters decisively oppose paying taxes for modern transit and would defeat any such project at the polls at this time. Only 38 percent of the voters favor a $5 yearly tax on car-owners, and only 19 percent favor a $10 yearly tax, according to the surveys. This report comes from Robert J. Swan, 600 Long Beach Blvd., Long Beach, Calif., who has been supporting rail transit for years.

Unless and until the public leaders in Southern California institute a realistic public-education drive to show motorists the actual benefits they can gain in highway travel through such a system, they will continue to swelter in hot, stinking, congested freeways, with nothing to look forward to in the future except more motor vehicles and worse traffic jams.

CLEVELAND appears to have won the race to be the first major city to have direct rail connection with its suburban air terminal, in this case Hopkins Airport. Last June a grant of up to $9.2 million in Federal funds was made available for a four-mile extension of the Cleveland Transit System southwestward from West Park terminal to the airport, reports Alfred J. Kleinsmith, 1378 Brookline Rd., Cleveland 21, Ohio.

Voters in the area have already approved financing of the additional money needed to pay for the extension, which will cost about $13 million to build. The grant by the U.S. Housing and Home Finance Agency is thus far the largest single sum awarded to date under the 1964 Mass Transit Act.

Construction on the new right-of-way has already been started and the job is scheduled for completion by the middle of 1967. Stations will be located at West 150th Street, Brookpark Road, and the Airport. CTS already has $2 million allocated for the line's new equipment.

STUDIES are now in progress for consolidation of some routes of the Philadelphia Suburban Transportation Co. and the Philadelphia Transportation Co. for the purpose of getting direct, no-change lines from the city's center to the suburbs. We received this news from Art Munson, Levittown, Pa., and Jeffrey Marinoff, Ventnor, N.J.

One route being studied is the Market Street Subway-elevated line of PTC that runs to 69th Street, where a change is made to Philadelphia Suburban cars to Norristown. The subway-el cars are wide gage while those of PST are standard. This creates the problem of either adding a third rail for the entire distance along one of the two routes or else re-gaging the Norristown

lines so that the slower subway-el trains can make the through run to Norristown, at loss of considerable running time.

Not mentioned in these plans is the possible re-gaging of the electric cars or substituting trucks of the proper gage on them. PST riders who take advantage of the *Liberty Liner* lounge cars for refreshments while commuting would almost certainly resist the downgrading of that service to the level of PTC subway-el trains.

Meanwhile, the Pennsylvania State Department of Highways has added its objection to PTC's proposal to abandon the Ardmore rail line to buses. The primary reason for this opposition is the added congestion that buses would cause on the already overcrowded Darby Road which parallels the line for several miles. Furthermore, Darby Road does not have enough shoulder space to allow the big buses to pull off at stops and let motorists pass in safety.

THE USE of unused track and right-of-way of former interurban lines in and around Portland, Ore., is recommended in a recent study of mass transit problems there, writes Alfred Haij, 6705 N. Campbell Ave. in that city.

Also considered were express buses using freeways. However, the report seriously advised that much of the old interurban trackage be rebuilt for high-speed express rail service. At one time several interurban routes served Portland. The last of them was abandoned a decade ago when Portland Traction Co., without advance notice abruptly stopped running electric trains on its line to Oregon City and left intended passengers stranded at the car stops. This high-handed action was later approved by an Oregon appellate court in a decision that marks a low point in judicial procedure.

Mayor J. D. Braman of Seattle, Wash., discussing the transit problems of his city, for which a mass transit survey is now in progress, recalled his earlier years when he lived in Portland.

"I used to ride the electric train from Portland to Oregon City," he said. "Here in Seattle we have lots of track already in the ground and old abandoned right-of-way that would save us millions of dollars if we went into rapid transit by rail. One of the key points in Seattle's study is the feasibility of a downtown subway system connected with a rapid transit rail system in the suburbs and maybe a little beyond. You could call it a semi-subway system because we would have considerable open-cut track within the city."

Seattle also has a problem in the monorail line it took over with its purchase of the former World's Fair grounds. With two more years to run, the second-story monorail line running along Fifth Avenue is claimed to have caused loss of tenants in several of the buildings it passes, with a resultant depreciation in property values and at least one lawsuit seeking $100,000 damages from the city.

DEATH has claimed Arnold I. Reid, our regular correspondent at Buenos Aires, Argentina, who had been supplying most of our news and photos of traction lines in South America for years. This sad news comes from Erico Cleesattel, Roca 2801, Florida, Buenos Aires, Argentina, who adds that Mr. Reid's widow disposed of his entire collection to a friend.

REMAINING Los Angeles PCC cars, 134 in all, have been sold by the Southern California Rapid Transit District to the Transport Authority of Cairo, Egypt, with price being reported at about $2300 each. They are being shipped by boat to Alexandria from where they will be transported by highway to Cairo. The latter city has meter-gage rails, so the cars' trucks will be slimmed down from 42 gage, says Jim Walker, Orange Empire Trolley Museum, Box 501, Perris, Calif. 92370.

Of the other PCC cars in Los Angeles, 22 went to copper mines in northern Chile, three to the Orange Empire Museum, two to private parties, and one to Gold Camp Ry. in Colorado. The last three cars were scrapped, two for parts and one after a Santa Fe diesel had hit it broadside.

Trolley Museum News

"I am starting a traction and trolley-bus museum on my 100-acre farm north of the city," writes Jack Koch, 388 Circlewood Lane, Cincinnati, Ohio 45215, "and I need equipment and help in its construction. Can any of your readers assist me?"

Jack, you'll probably have to look to distant lands for equipment. Available trolleys of any type except PCC's are almost all asked for if, indeed, there are any at all that have not already been sent to museums around the country.

Frank E. Butts, a traction fan and bus operator of Sturgeon Bay, Wis., has just realized a lifelong desire to own a trolley car. He bought two little single-truck cars from the recently-abandoned trolley line at Fribourg, Switzerland. The first of these arrived in the U.S. by ship last summer and was then shipped by rail to a location near Green Bay where Mr. Butts hopes to operate them eventually.

MOST of the remaining "available" trolley cars in Eastern U.S. had been on exhibit at Rail City, north of Syracuse, N.Y., until Harry Magee, chairman (not owner, as erroneously reported in our August issue) of the Magee Carpet Co., obtained them for the trolley operation he is setting up on the property of the Magee Museum of Transport, Bloomsburg, Pa.

Included are three ex-Rochester, N.Y., streetcars. One is horsecar 55, to be kept for display; subway interur-

Stephen Maguire

State Electricity Commission of Victoria Nos. 18 and 37 in Ballarat, and Birney No. 11 in Bendigo, all in Australia.

ban car 60, and work-car 0243, a former passenger single-trucker. There are also ex-Scranton car 505 and the body of No. 1, the original car that ran on the local line, the latter, when restored, will operate again.

Soon to arrive at Bloomsburg is ex Niagara, St. Catharines & Toronto car 130, a heavy wooden interurban which the Syracuse Chapter of NRHS has donated to the museum. An unusual snow-sweeper, ex Scranton 107, has been obtained from Rail City, leaving no more electric equipment available for operation in upstate New York, except unwanted Lake Erie & Northern interurban.

From Ed Blossom, general manager of the traction line at the Magee Museum, comes word that two ex Rio de Janiero open trolleys in operating condition are arriving at Bloomsburg. These may well be the first operating cars there, once overhead construction is completed.

AMERICAN Museum of Electricity at Niskayuna, N.Y., near Schenectady, is reported to have obtained for exhibit one of the electric locomotives that for many years towed steamships through the Panama Canal locks. She will be temporarily stored on Delaware & Hudson Railroad property, according to Harold Fonks of Troy, N.Y.

PERRIS, Calif., was recently the scene of an historic event. Locomotive 653, donated by the Sacramento Northern, was pulled onto the Orange Empire Traction Museum line by a former Pacific Electric locomotive, No. 1624, donated to the museum back in 1959. This marked the first time that electric equipment of these two once-vast interurban systems of California had met.

TENNESSEE VALLEY Railroad Museum in addition to the two ex-New Orleans Public service trolleys obtained last year, the electric locomotive once used on the TVA line at Hales Bar Dam and since then out of service. It has also acquired a Pennsy MU electric car. The museum also has some steam locomotives. It publishes a monthly bulletin, *Smoke & Cinders*. For details please write to the museum at P.O. Box 44, Chattanooga, Tenn.

COOPERATION between trolley museums is exemplified by an incident which occurred in 1964 when the Seashore Trolley Museum learned that a pair of Brill 177-E trucks which they needed to insure continued operation of their open cars, could be bought from the Iowa Terminal Railroad at Mason City, Iowa.

Arrangements for delivering the trucks were delayed by heavy snows in Iowa and a shortage of funds in Maine. However, through the available facilities offered by the Association of Railway Museums, to which most of America's trolley museums belong, it was learned that the Connecticut Electric Railway Museum at Warehouse Point, Conn., had purchased a pair of Peckham trucks from the Mason City line back in 1961 and did not yet have the cost of moving them to Connecticut.

According to the *Trolley Museum Dispatch*, Seashore's monthly publication, 4 E. Union St., Goffstown, N.H., the two museums arranged to ship the equipment jointly in a single move, via railroad to Springfield, Mass. There each unloaded its trucks and placed them on trailers destined for their respective museum sites. All of this was done at relatively low cost, since the Warehouse Point museum had worked for and obtained a reduced tariff rate.

We hope that in the future the various steam railroad museums also may set aside their differences and join either the ARM or some other group that will benefit all of them.

A Birney car still operating on this line at Bendigo, Victoria, Australia.
Collection of Stephen Maguire

Electric Railway Publications

***London Railways*, by Edwin Course, 280 pages, 6x9", illustrated, with hard covers, is available at $9.25 from Leisure Time Books, P.O. Box 634, New Rochelle, N.Y. This is a detailed study of the many rail lines that have operated at one time or another in or near London, England, some of which later became part of the suburban electric system. From the early planning stages through to completion and operation, each line is described thoroughly and with apt illustrations, both old and new scenes and sketches. Those with an interest in British railways, particularly those in London, will most appreciate this excellent work.**

***Trolley Talk*, an 8-page bulletin issued five times each year and primarily directed at streetcar model fans, is carrying a series of articles on trolley work-cars, by Andrew Maginnis, with photos and drawings. The June issue covered snow-sweepers. Later issues deal with other non-revenue equipment. Copies are 35¢ each, 5 issues for $1.25, from Richard M. Wagner, 59 Euclid Ave., Cincinnati, Ohio 45215.**

***Electric Traction*, a monthly publication of the Australian Electric Traction Assn., Box 1017, General Post Office, Sydney, had a history of the New South Wales Australian tramways of Bendigo, Australia in its issue of last May. There were 16 pages containing some rare old views of the predecessor steam trams on the line that is now a trolley route. In addition, there is a short account of the Ballarat tramway systems as it operates today and its future prospects. Yearly subscription to *Electric Traction* costs $5.**

Fonda, Johnstown & Gloversville sweeper No. 15 on the ground at Gloversville.
Stephen D. Maguire

More From The Mail Sack

Three new railroads are to be built in Australia: A 110-mile line from coal mines to the port at Gladstone in the east. A 180-mile line from iron mines to a port to be built at King Bay. A 75-mile line from iron mines to Port Hedland in the west. The road to Gladstone has already ordered 36 locomotives and 200 hopper cars. The 180-mile line is believed to be the first railroad built completely of continuous welded rail (in 1,000 foot lengths) and is part of a $500 million project. The welding operation will be done by the

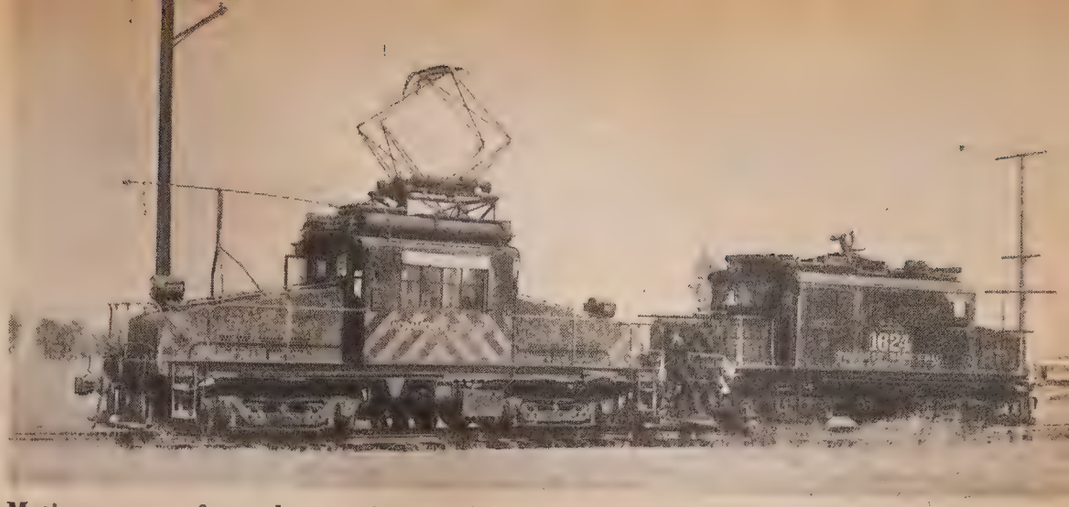
Railway Automated Machinery Co. of Chicago. King Bay will be a town of 600 with port facilities blasted out of solid rock. These projects are the first step toward developing the resources of western Australia now a barren country.

A funny thing happened the other day: a towerman had to go to the wash room in a hurry and asked a friend to watch the board: "Throw this switch when that train comes into the block". This was at the Queens Plaza station on the New York Subway. The friend threw the switch alright but he put a GG train onto the track headed for the tunnel under East River instead of toward Brooklyn. The motorman and the passengers soon became aware that something had gone haywire. The motorman stopped at the first emergency phone and called for instructions. It was too late to do anything but proceed to 59th Street and Lex'. where the passengers were told to take a train back to Queens Plaza. There was a merry "investigation" and somebody caught h - - - but the TA wasn't saying who. When ya gotta go ya gotta go. But let's give the TA credit—they do a good job with very very seldom a slip, when they do it's in all the papers—with a map!

The Norfolk & Western will build 1,500 95-ton all steel hoppers in their own shops at Roanoke to cost $15½ million. The N&W also has begun work on a $13½ million electronically operated retarder yard at Bellevue, Ohio. It will be one of the most efficient yards in the country. It will spread over some 450 acres, nearly a million cubic yards of earth will be moved and 70 miles of track laid. Bellevue is 60 miles west of Cleveland and a hub of the new N&W system. An average of 2,800 cars a day moved thru the present yard in a recent month.

Part of the Illinois Central suburban system is now equipped with automatic fare-collection. Passengers at 44 stations can obtain one-way tickets into Chicago from a slot machine. And they can get change for $1 bills. Sometime next year the whole area will be equipped with automatic and computor control. The General Electric Company was awarded a $350,000 contract to build and test prototype equipment for automatic fare collection on the BART-TD (San Francisco Bay Area Rapid Transit District). Part of the London subway has automatic ticket collection and an experiment is being conducted on the Long Island Rail Road.

Railfans and sons of railroaders: there are jobs to be had on the railroads. Recruiters visiting colleges report fewer applicants or prospective material for managerial positions than in many years so the Railway Age reports. Probably many of the young men feel that the opportunities in regard to pay and for advancement are not as good as in some other industries. From all the indications that we have read the railroad industry has passed its low point and from now on there will be considerable expansion, more jobs, and plenty of thrilling interest. The new president of the UP, E. H. Bailey, puts it this way: "We feel that our present level of employment is about as low as it will get." Good news! The Pennsy and some other roads give scholarships to qualified sons and daughters of employees.



Motive power of two largest former California interurban lines finally meet at Empire Trolley Museum, Perris, Calif. in June 1965 when ex-PE motor pushed ex-SN motor onto OETM catenary, Both locos donated to OETM by their owners.

A new travel magazine called "VENTURE" is on the market but it is not cheap: it is $17.50 for six issues a year. The introductory offer includes a "preview copy" and the next five issues for $9.50. If you don't like the preview copy after ten days you can keep it. Write "Venture, the traveler's world, Look Bldg., 111 Tenth Street, Des Moines, Iowa, 50304. . . .

New York Central Flexi-Van units have been approved for customs-bonded transportation throughout Europe. Without wheels, loaded Flexi-Vans can be shipped via rail, air or water carrier for door-to-door international shipments. Since the inauguration of Flexi-Van service in April 1958, the New York Central has handled nearly a half-million units in domestic and foreign trade. For the first six months of 1965, Central's Flexi-Van traffic is up more than 21 percent over last year. The total piggyback traffic for the first six months was up 16 per cent while the total freight carloadings are up about 2.4 percent. Ton-miles is a better indicator of fluctuations of railroad freight traffic and as a business indicator. This is because of the increase in capacity of freight cars.

We read in The Railway Carmen's Journal that the railroad retirement is the Social Security plus certain advantages for the railroad worker. There is an actual interchange between the two. The railroad retirement board buys coverage from the SS on a group basis, at the same price that is charged non-railroad workers. The railroad workers pay no more for the SS benefits than anyone else. To purchase the extra railroad retirement benefits from private sources would cost the employe a great deal more in premium than the railroad retirement system charges him in additional taxes. There are a number of advantages for the railroad person. The carmen's Journal lists several and says the maximum annuity for the railroader is $216 compared with less than $127 for ordinary people under S.S.

A form of monorail has been contracted for the airport at Tampa, Fla. The purpose is to get passengers from the terminal to the plane and avoid the long walk that is a problem at most airports. It will be electronically controlled, and like a horizontal elevator. The contract has been signed between the Tampa International Airport and Westinghouse Electric Corp. The "cars" will be similar to those that are being built for the experimental South Park operation at Pittsburgh. It is only 1,000 feet long, will be elevated, will run on rubber tires at 35 mph getting the passengers there in 40 seconds.

Don't resent growing old. A great many are denied the privilege.

Success is never final and failure never fatal. It's courage that counts.
—Sir Winston Churchill

You can never tell what you can do until you have to. The assistant editor never did any magazine work before but when editor, Freeman Hubbard, went on vacation we had the job of winding up this issue alone. We hope we didn't do too badly. Like the little engine said: "You can if you think you can."

THE HOBO LOCAL

Fiction story by Clifford Funkhouser

Retired conductor, Santa Fe Railway

THE END of the pumpkin rush found "Hidebound" McGee in Cactus, Arizona. If the board wasn't cut, he wouldn't get out before a week from next Thursday. The lanky boomer conductor was not the kind to wait around and see if business would pick up. He knew it wouldn't. Within the hour he would bunch it and drift—eastward generally, with a vague idea of making the Lake Superior ore rush.

But first he needed sustenance to bolster his morale, and so he demanded of a waitress in the company beanery:

"Sirloin steak and French fries."

In time the leather-like steak arrived with a heap of spuds, neatly browned, and the hasher purred:

"Whatcha want to drink?"

"Coffee," said Hidebound, "in a cup, and not all over the counter."

With wrestler technique he chiseled loose a hunk of the meat and chewed it gloomily. He was tired of being a boomer. He'd marry his girl friend, Gert, and settle down—that is, almost. He'd make just the ore rush in Minnesota in the summers and Florida fruit in the wintertime.

Soon he was daydreaming of the luscious Gert, that redheaded, plumpish cook at the beanery in Bayou, which was patronized by all car hands in the vicinity. He forgot his current woes and thought only of the future: Gert's delectable biscuits, confections no less —three inches high in their flaky lightness and afloat in cane syrup.

For Hidebound McGee, to think was to act. Often he acted without thinking —it saved time. At the Railroad Y he picked up some stationery and spent the next three hours drawing up a proposal of marriage. The letter ended with: "Enclosed find six cents in stamps. Airmail reply to General Delivery, El Paso."

And so Hidebound headed east. He didn't doubt that he'd get a most enthusiastic "yes" when he picked up Gert's letter in El Paso.

The postoffice clerk doled out a single letter with Gert's scrawl on it and the Bayou postmark. He read it quickly:

Dear Hidebound:

Listen, you ape. Every time you come near me or write, you ask me to marry you. You tell me I make the best biscuits you ever ate. All you railroad lugs love my cooking, but so does the United Beaneries—they pay me thirty bucks a week to swing a skillet.

I'm not marrying a tramp conductor or a boomer of any kind. My Pa was a tramp car hand and I won't go through what Ma did, even if I do love you and you know it, you big lummox.

If you want to marry me, you got to stay settled. The Hobo Local is hiring conductors right now. Go over there and stick. The day you can hold the St. Etienville Local regular, advise and I'll set a date.

Also I want a white house with green shutters on Magnolia Street. Get all that lined up and I'll bake biscuits for you exclusively.

As ever, Gerty.

Hidebound had to admit that "Gert's got something there." It was a week before his ego recovered from the blow.

FROM then on it was easy. A few days later he stood in the doorway of the office of "Big Foot" Reyfuss, trainmaster in St. Etienville.

"Hi ya, Mr. Reyfuss!" Hidebound greeted him.

The subdued behavior of the boomer, who had never before meekly entered that office nor greeted him as Mister, puzzled Big Foot. The roving conductor had run a train there four or five times before, but would never stay.

"I see the Hobo Local is vacant," the boomer remarked amiably.

"When in hell wasn't it?" the trainmaster snorted.

"I'll take it and stay on it."

"What's wrong with you? Been fired for Rule G or something?"

"No, sir, I don't go for liquor—not much, anyhow—and my record is still good. I'll take that run and keep it."

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"I wish I could believe you." Big Foot shook his head mournfully. "But —I need a man for it. I just lost a couple of conductors this morning."

A look at Big Foot's hand and skinned knuckles told Hidebound that a couple of brothers had just departed via the Rule G route.

"All right, I'll mark you up," the T.M. said, "but keep your nose dry while you last, or I'll can you."

When Big Foot fired a man for Rule G, it meant that the object of his wrath was thrown out bodily while on the job and would come to later in a nearby ditch. Yes, Big Foot was mildly opposed to drinking while on duty. The boomer was aware of these facts, and bore them in mind as time past.

Yes, Hidebound stuck. The trainmaster's skepticism gradually changed to mild admiration, but he couldn't see why the boomer conductor stayed on the cussed Hobo Local.

It was a run nobody had ever wanted —Hidebound could hold it with no fear of being bumped. He'd been there for months, almost a year, the trainmaster reflected. It was incredible; there must be a catch in it somewhere.

The job itself wasn't so bad. Not much work to do—just hauling twenty or thirty empty boxcars out to Lake Claiborne, spotting them at the salt mine, and then coming back with the loads. That took five or six hours and paid only a minimum day, six days a week, with nights and Sundays off.

But running the Hobo Local to the salt mine meant going thirty miles into the swamps. That was the big hitch. In summer, the marsh stank to the high heavens of dead fish while the mosquitoes were as big as humming birds. In winter, fog hung so dense that you couldn't see two carlengths away, and there was always drizzle when you had to go out and work the run. When you came right down to it, the only attraction of the Hobo Local was short hours —which didn't seem enough to hold a boomer like Hidebound McGee.

Big Foot couldn't understand it, and one morning when he saw Hidebound approaching his office he figured the jig was up. "Here it comes," he groaned.

The train crew boss was feeling unusually morose. A couple of skippers had filled up on gin and wired their resignations from the far end of the division. That cheated Reyfuss of the pleasure of firing them. It wasn't ethical, the T.M. thought, just itching for at least one poke at a drunken no-account. He sniffed hopefully as Hidebound entered the office.

"Well, I suppose you, too, have come to quit?" he growled.

Hidebound looked like the model of a proper conductor. He spoke fast. "No sir, I want passes to Niagara Falls for a honeymoon; and can you plan to let me lay off for a couple of weeks beginning September 19th? I'm getting married on the twentieth."

It took Big Foot some time to grasp the idea that Hidebound McGee was about to homestead.

"You mean that?"

"Yep. I told you a year ago I was tired of booming. I had to stay on this damn local to prove to the gal that I had what it takes to be housebroke."

"I get it," Big Foot chuckled. "When you come back you'll probably bump on another run."

"No, I have to stay on the local or else—Besides, I sort of like it now. It's a pretty soft job, and being at home evenings and Sundays won't be half bad for a newlywed. I'm even buying a house on Magnolia Street," Hidebound went on dreamily, "and I've fixed it so the bride can select her furniture on easy payments."

Big Foot's jaw dropped; he was convinced. "Okay, I'll get you the passes and fix a layoff for you, if I have to stand over the extra man with a step elm club to make him stay on the local."

TO REACH Bayou, Hidebound had to ride south on his own road to Chatagnier. There the Vicksburg, Alexandria & Gulf made a junction with the Houston, Baton Rouge & Eastern. And there, too, worked an earthy character —a man cordially hated by all boomers, who had licked him, and disliked by the home guards, who hadn't licked him for fear of losing their jobs. This notorious fellow was "Hardnose" Harrigan, trainmaster.

Hidebound came in on the Hobo, Number 1, which connected with Number 4 of the "Hot Biscuit," so-called because of its initials and the fact that it led to Bayou where Gerty was queen of the beanery. The groom-to-be had no pass over the road, but he had an order for one, addressed to Hardnose. As he raced up the steps to the office, Hidebound expected to find the cadaverous chief clerk there as usual. He'd made the Biscuit sugarcane rush many times, and knew the road and its routine.

The chief clerk wasn't at his desk, and from an inner office Hardnose's voice boomed out. Hidebound could see him at the system phone, no doubt having it out with P.B. ("Pot Belly")

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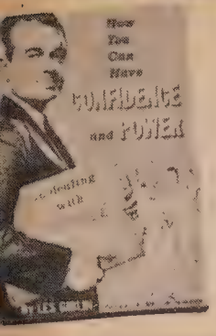

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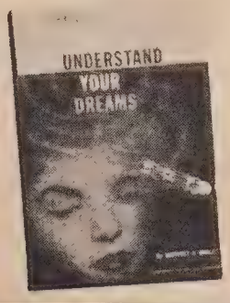

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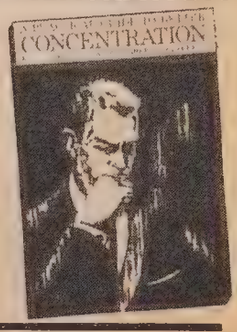

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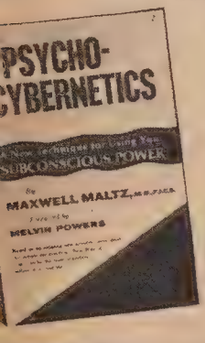

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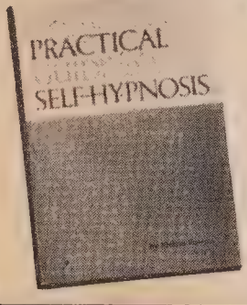

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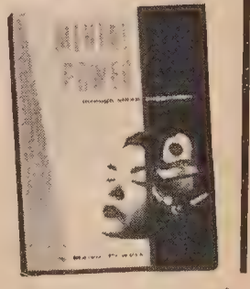

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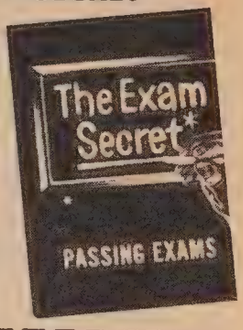

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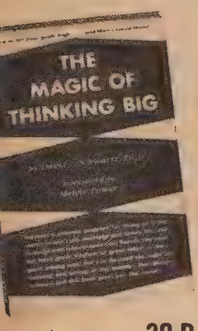

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Smithers, the superintendent down at Bayou.

"Yeah," the T.M. was rumbling into the phone, "and if I had a drawbar in the seat of my pants I could couple into that oil train myself and drag it over to Bayou. But the fact remains that I ain't got no conductors and no place to get one on short notice. . . . How come I got no conductors? That dimwit chief clerk here cleaned off my board; and besides, Big Foot Reyfuss up at St. Etienville is hiring everybody and sending them wire passes to come up there—"

Hidebound McGee chuckled when he heard that one. Old Harrigan was having a tough time, all right, but Number 4 was about ready to go, and the boomer wanted his pass. He hoped Hardnose would hurry.

"—I can't move that oil train right now, and that's that!"

The trainmaster banged down the receiver and whirled around to find Hidebound standing in front of him.

Pass order in hand, Hidebound began. "Mr. Harrigan—"

"No, I won't hire you," Hardnose bellowed from habit. He never let anyone get the idea he needed a man. I've had you here two or three times—"

"I wouldn't take your damned job, even if I needed it," Hidebound snapped back. "I got a pass order here and I want to catch Number 4—"

"Oh, so you don't want a job?" The trainmaster looked disappointed as he reached for the paper. "You're working for the Hobo?"

"That's right."

"Over a year, too," Hardnose was thinking aloud, "or you wouldn't rate a foreign pass."

"That's right," Hidebound agreed, "but please hurry it—Four's about to leave."

He should have noticed the crafty look that came over the trainmaster's face. Hardnose started to fumble through the desk drawer, looking for the pass book. Four's whistle sounded off. Hidebound ran down the step and got to the platform in time to see the rear coach rattle away from the far end.

"Damn that son of a bee," he muttered, heading for the depot beanery.

Two minutes later, with a cup of coffee and some doughnuts before him, the prospective honeymooner was figuring out how to get to Bayou by evening, when he saw Hardnose coming through the door.

"I'm sorry, McGee, I couldn't get you fixed up in time."

"Yeah, and now you're going to say I can take that oil train over to Bayou—"

"Who told you?" Hardnose barked in surprise.

"No one. I'm on to you, Harrigan. You stalled around with that pass just to delay me. I heard all that big talk you had with old Pot Belly."

"That's no way to speak of your superior officer—"

"Hell, he's no superior of mine."

"Now look, Hidebound, I'm in a jam," the trainmaster wheedled. "The road's got a contract to haul aviation gasoline. I can't move the train because that dumb clerk ran off my conductors, and we'll lose the contract. Forget the past, and you do me a favor for once."

Hidebound parried: "But I have to be in Bayou by six o'clock tonight; and the way things are now, I'd be sixteen hours getting there."

The trainmaster detected the note of hesitation. It spurred him on to greater efforts. "Come on, have a bite of breakfast. I'll tell the dispatcher to give you right over everything. You can go over in four hours."

Before he realized it, Hidebound McGee was sitting at the counter, and the trainmaster was slowly winning what he wanted.

"Just for this one trip, Hidebound."

The little blond-haired waitress, had heard it all, cut in with her two cents worth.

"Say, Mister, that's not an ordinary train—that's aviation gas. Maybe you won't get to Bayou—but they got to have it. Where's your patriotism?"

Hidebound seemed to be thinking. "Okay, Toots, you win."

The trainmaster was already at the door, a hopeful grin on his face. "I'll tell the dispatcher to turn you loose. Here's a current timetable and a switch key—you'll get the bills and orders at the tower. Just go out there and highball, roll her out of town."

IT WAS hot in the Louisiana sun. Hidebound was dressed for his wedding in a new light summer suit. He wore even an immaculate panama hat with a red and yellow band, but he could feel his fine clothes already wilting.

His oil train stood some twenty carlengths below the depot. The engine was hooked on, and Hidebound could see the hogger in the cab, feet propped up on the boiler head. Both brakemen were drowsing in the shade of the tender.

"All right, Sleeping Beauty, get her out of town!"

The hogger unwound himself and looked down. "Hi, there, Hidebound! When did you hire out?"

The conductor recognized the speaker as "Whipcracker" Martin. "Didn't," he grunted. "I'm just taking this train over to Bayou to help out. They ain't got any skippers left."

"I'll say they ain't," the engineer laughed as he descended to oil around. "They canned five this morning."

Hidebound groaned while Whipcracker slowly and carefully poked his oil can here and there over the mill. At length he climbed aboard; and as the caboose careened past, the conductor swung himself up. His wedding clothes were looking like dishrags.

At the tower the rear man caught the orders and the bills, but the string broke and half the papers fluttered to the ground. Hidebound pulled the air and heard a knuckle snap.

The yardmaster ran up. "Don't delay the train to put in a new knuckle. Throw her back into the yards and get out of here."

When Hidebound picked up new orders at the first station, he swore loudly. The dispatcher had busted the order giving him right over all trains. Now, instead of Nine being in the hole for them at Bee Creek, it would meet them at Carnes, and of course hold the main line.

Nine wasn't in sight when the oil train headed in at Carnes. Ten minutes ticked away before Hidebound heard an approaching engine. As she came nearer he noted that the train was a freight.

"Hell, now we'll have to saw Number 9," Hidebound muttered. "Might

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as well back up and be ready, Whipcracker," he called to the engineer.

The hogger whistled three times, hunched the locomotive back against the train, and began backing it up slowly.

The prospective bridegroom sent his head man up the track to flag Number 9. Three or four cars of his train were going to be on the main stem. He looked toward the rear end. The caboose was through the turnout, headed down the main. The rear man should get the switch.

Twenty minutes later Nine showed up and was properly flagged. She eased down the main line between the switches. The train ahead of him began to back up. Hidebound looked down his track as it began pulling ahead. He saw a tank car turn over and two hopping about crazily.

Then he realized what had happened. The brakeman had let the rear end run through the switch, which was now derailing the end cars.

Washing out Whipcracker sharply, he started on the run for the scene of this new diaster. The derailed cars had turned over to clear the main line, and two others were off all wheels, including the caboose which was barely in the clear.

After examining the switch, Hidebound saw that the headblock, and not the point, was broken. He found a maul in the possum belly of the caboose and spiked the point. When Nine and the extra passed, he beat it for the head end.

"We'll have to leave the crummy and the derailed cars right there—I can't rerail 'em. I'll tell the dispatcher.

Hidebound ended his message to the DS with a threat: "Unless you restore the right I had over all trains, I'll leave her sitting right here."

"Okay, I'll fix you at Denton," the harassed dispatcher replied.

SOON Hidebound's train began to roll again, and he figured he'd had all the bad breaks.

"It looks like we'll get over the road now," he said to the brakeman. "Damnnear time! I've got a date to marry a girl in Bayou."

"Yassuh, it sho' do look that way."

The rearman had scarcely drawled his answer when the car shimmied, and with a jiggling screech of brakeshoes biting wheel rims, the train slammed to a stop. Hidebound tore for the head end.

Twenty car-lengths ahead he found that a branch pipe had come loose and "big-holed" the train. He had to cut the car out and bleed it off. This job added streaks of rust to his wedding clothes, which were now in a state that nothing else that happened to them would matter. But a look at his watch told him that if this was the end of the hard luck, he would be in Bayou by 4:40, in time to get a new outfit before the wedding.

The oil train got down to Yeleau, two stations from Bayou, a mere twenty miles, and Hidebound began to relax. But an order was waiting for them: "First No. 74 Eng. 1061 take siding and meet psgr. extra 389 at Zeno."

As they approached Zeno, he could see the passenger extra holding the main line. The brakeman had the switch open and was highballing. Whipcracker Martin took the train in on the jump and as the rear neared the switch, the brakeman threw the switch between the front and rear trucks of the end car.

Hidebound McGee was standing on the side running board of the tank. What in hell, he thought, but it was too late to shout. He scrambled over the rounded top of the car, just before it slammed into the engine on the main line.

The jolt threw Hidebound into the trackside ditch. When he had struggled out of the slimy water and had gotten the mud out of his eyes, he noticed the smell of gasoline. It was leaking out of the derailed tanker.

He yelled at the extra's hogger. "Get your train out of here before the engine sets that gas afire!"

The engineer needed no second warning. Luckily, the main stem was clear, and the passenger extra roared away toward the west.

Hidebound was ready to quit. This newest mess was the worst yet; it was too late to bother about being covered with mud. He'd never make Bayou in time. The mere thought of standing up the beautiful Gerty on their wedding day drove him wild. Halfway toward the head end he met his brakeman. The latest bit of news was nothing to cheer about.

"They's fo' cahs on the groun' up theah, and two mo' with drawbahs out. The two which is on the groun' right in front of the dee-pot am blockin' the main line. Looks lak we's settled till the wreckah come, suh."

"Wrecker hell," snorted Hidebound. "Aren't those section men up there?" He looked at a gang some ten car-lengths beyond the head end.

"Yassah."

"Go up there and tell that foreman to get down here with his men. Then bring the engine down to the house track back of the depot, clear those three cars off it and shove them down the main line."

"Yassuh." The brakeman started off up the tracks at a slow trot.

The section foreman and his gang straggled up. Hidebound was ready for them. "Get busy and shift the house-track and main line to a joint."

"By whose authority?"

"Mine!" yelled Hidebound. "And get moving! Cut the main line on the other side of those rerailed cars and then shift the stub end of the house track over to meet them—we'll give 'em track to move on."

The foreman was startled into action by the conductor's tone. In less than an hour the engine passed over the new track. With the switch spiked at the pass, the engineer could reach in and get all the cars to the rear of the derailment. Shoving these ahead, he passed through the house track to the main stem and backed in on the head of his train to the other end of the pass. At 5:55 they were again enroute, with Hidebound riding the head end.

TWELVE minutes later they ground to a stop at the Lottie watertank. Hidebound heard Whipcracker and the pumper talking.

"What's the matter?" he shouted.

"The pump's busted—no water here. We're through, Hidebound," the engineer said.

"Through, hell! It's downhill all the way to Bayou. You got steam enough to start 'em. We got right over everything—we'll just coast in. Turn your oil off and save your air for a stop."

"Okay," called the engineer. "You're the boss."

When they got to the Bayou yards. Hidebound highballed, and Whipcracker let 'em roll right down the main. As the head end passed the yard office, the conductor opened the angle cock and the battered train came to a stop. It was just 6:22.

Hidebound caught sight of the division super as he jogged to the yard office with the bills.

Pot Belly Smithers waddled out to meet him with: "Say, that's the finest piece of railroading I've ever seen, bringing the train through the way you did—"

"That's nothing, Mr. Smithers."

Hidebound hurried into the yard office—an hour wasn't going to be much time to clean up for the wedding. He bet Gerty was in a dither when he

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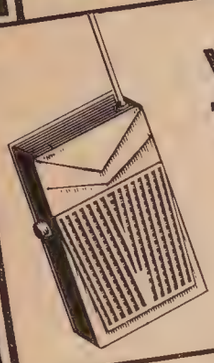

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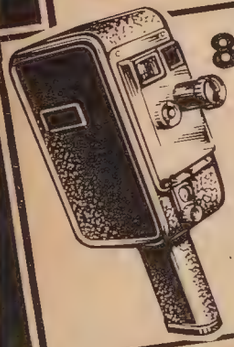

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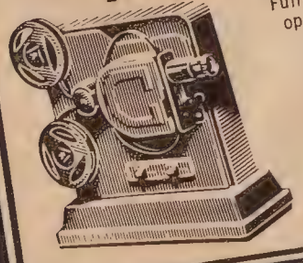

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didn't show up on Number 4 at noon.

He rounded the corner into Main Street, and ran smack into Gert herself at the back door of the beanery.

"Hidebound McGee! Coming here looking like a tramp—on this of all days! Oh, oh!" she wailed.

"Now, Gerty, wait a minute—"

But Gert was started on a tirade, and Hidebound gaped in surprise.

Pot Belly caught up with the conductor and tried to explain. "Hidebound had some bad luck coming over with a gasoline train. He had to fix up all kinds of messes, but he avoided delay and saved a contract for us."

This news added fuel to Gerty's fire.

"So—you blew your job and hired out on this road! You know what I said—"

SUDDENLY Hidebound stopped, his eyes, wide with astonishment. He had caught sight of an old Negro aunty rolling out biscuit dough in the kitchen of the beanery. He strode over to the doorway.

"Aunty, how long have you been baking biscuits in this joint?"

" 'Bout twenty yeahs, suh."

"You're sure Miss Gert didn't bake 'em herself?"

"Laws, Mistah, that chile don't know no mo' 'bout bakin' biscuits than a baby."

Hidebound whirled around to face his fancied sweetheart, Gerty. In one moment all his supposed love for her had evaporated. He could see that she'd be a life-long nagger—he'd have to do as she said, and put up with her tirades when she wouldn't listen to him. Besides, there wouldn't be any home-made biscuits.

"Gert, you lied to me!"

He stalked off, to get clean clothes and be on his way, where to he didn't know or care.

"Wait, Hidebound!" he heard Gert calling.

"I'll write *you* a letter, with *my* terms in it," he shouted back.

"Oh boy!" Hidebound sighed with relief, as he caught the end of the last cut going on the ferryboat which would take the oil train across to Baton Rouge.

"That was a narrow escape," he mused. "I nearly got hooked! Hereafter I'm sticking to the main line. Me and the Hobo Local are all washed up." •

A MATTER OF TECHNIQUE

Fiction story by P. M. Adams

Locomotive Engineer, Canadian National Railways

THE CLERK at the Fleet Street roundhouse of the Canadian Central looked up from his typewriter at the pudgy-face passenger fireman who had come to book in from a hand-bomber run.

"Want to see you, Sam," he said, adjusting his spectacles. "It's about the accident yesterday. That truck's a mess. The owner may sue."

Sam Lacy jabbed his pen into the holder and leaned on the well-worn counter. "I told you I didn't see any truck," he reminded the older man, "and I didn't see any accident."

The clerk, thin and partly bald, smiled tolerantly. "Papers are here from the Legal Department. They've got to be filled out."

But Sam had worked hard that day, bailing coal into the insatiable maw of a locomotive. He was tired, hungry and dry. Impatiently he eyed the sheaf of printed forms on the desk. Enough paper to start a fire in an engine, he decided. Damm the red tape!

"Might as well fill them out and get it over with," the clerk advised. "You can't beat these lawyers."

Stepping behind the counter, the fireman sat on the window ledge by the desk. He yearned to get home and under the covers, but first he aimed to lift a pint at the corner beer parlor. Restricted hours. The place closed at eleven and it was 10:20 now. He could spare time to beat those lawyers.

So he asked: "What accident are you talking about?"

"That affair at Oakvale yesterday morning," the clerk said, inserting a printed form in the machine. "Your train hit a new truck, or the truck hit your train. The driver claims you should've stopped."

"They all do. But I didn't see any truck nor any accident."

"It doesn't matter. You were the fireman on Eighty-four yesterday. We have to fill out the papers."

"Papers, papers!" Sam grumbled. "Soon we'll have to do our railroading in our spare time. What's first?"

"Scene of accident."

"I didn't see any accident."

"It happened at Oakvale."

"So I hear."

The machine began to click. "Oakvale, scene of accident."

"Rub it out," Sam directed.

"What for?"

"I didn't see the alleged accident."

"It happened at Oakvale."

"How do I know?"

"I'm telling you." The clerk took off his glasses and cleaned them. "If the owner sues, you'll be a witness."

"To what?"

"To the accident."

"They'll have to stage it over again," the fireman said brightly. "I didn't see it the first time."

"It makes no difference what you saw. All they want is your evidence."

SAM digested that as well as he could. "Tell them the whistle was whistling and the bell was ringing," he said, "and that's all I know."

"We have to answer the questions," the clerk persisted.

Sam glanced at the clock. Fifteen minutes more. He had to get to the corner saloon before they locked the door.

"Say, it wasn't a beer truck, was it?" he inquired solicitously.

"Lumber," the clerk said, erasing the answer to the first question. "What'll I put down as the location?"

"Unknown."

The clerk pecked at the keys. "Scene of accident unknown."

"That'll perk them up," Sam declared. "Air of mystery, and all that."

"Time of accident?" the clerk asked.

"Ditto," Sam told him.

"When are you due at Oakvale?"

"Seven forty-three."

"That gives us the time of the accident," the clerk stated, fingers poised over the typewriter keyboard.

"Not at all," Sam objected. "We were late. Better make it ditto."

The clerk tapped the keys. "Now, what about the weather conditions?"

"Where?"

"At the scene of the accident."

"What accident?"

"The one at Oakvale."

"I didn't see any accident, and not much of the town, either, the way we

were traveling. But you can say it was about 140 degrees in the cab."

"Was the locomotive headlight on?"

"In the daytime?"

"The lawyers want to know."

"They would!" Sam was disgusted. "Tell them I couldn't see it in daylight from the cab."

"You don't know whether it was on or off?" The clerk slapped the bald spot of his head. "Damn that fly!"

"That's right."

"Now, look here—"

"Yeah, look at the clock," Sam said. "We've got ten minutes more. Are you sure there was an accident?"

"The Legal Department says so."

"They must be slipping to admit such a thing. What's next?"

"We haven't finished with the headlight yet."

"I have," Sam contradicted. "Tell them to ask the truck driver. He ought to know, if he was out in front."

The clerk read the printed form. "Where were you and what were you doing at the time of impact?"

"What impact?" Sam inquired.

"When the train hit the truck."

"But I didn't see any truck."

"You were in the cab, weren't you?"

Sam replied: "I wasn't sitting on the roof or polishing the bell."

"Where were you, Sam?"

"Oh, hell!" said the victim. "Tell them I was operating the stoker and the blower and the water-pump as required. I was also watching the water-level and the steam and the coal and the jet pressure and the smoke, and helping the engineer to look out the window."

"You were actually doing all of these things at the time of impact?"

"I didn't see, hear, feel, or even smell any impact," Sam retorted.

"We'll tell them that you don't know where you were," the clerk said.

"That's a fact," Sam agreed.

The clerk adjusted his glasses. "Speed of train at point of danger?"

"I didn't see any point of danger, or I would have joined the birds."

"How fast were you going?"

"How in the hell would I know? We had no speedometer and I didn't think to count telegraph poles."

The thin man consulted the runner's statement. "Your engineer says you were making about eighty miles an hour."

"His old man was a whale of a liar, too," Sam mused.

"Was the brake applied in emergency?"

"What for?"

"When the train hit the truck."

"But I didn't see any truck."

"The train hit it and tore the front off."

"Anybody hurt?" Sam interrogated.

"No, but the owner may sue, and our Legal Department wants to know. How far did the train proceed from scene of accident before coming to a stop?"

"Couldn't say. I didn't see any accident."

The clerk was persistent.

"So you said. Where did you stop?"

"Down near the jam factory."

"How far is that from the crossing?"

"I didn't notice. I was waving at a couple of girls."

"Did vehicle hit train or train hit vehicle?"

"I didn't see any vehicle."

The mild clerk consulted the runner's statement again. "He says truck hit right side of engine at cab steps."

"I was on the left side of the cab," Sam conceded. "I couldn't see through the boiler."

"You saw the cab steps after you got stopped?"

"No, they weren't there."

"They were damaged?"

"I don't know. They weren't there."

The clerk persisted. "Did train back up to the scene of accident?"

Sam stated incredulously. "With Ninety-two on our tail?" he demanded. "We had to get going or take a poke. No time to flag with her coming down the stretch with her neck out. Any more questions?"

"We're halfway down the first sheet," the bespectacled clerk said politely.

"How many more sheets?"

"Five or six."

"Is that all?" Sam remarked. "I can see how these lawyers make a living."

"We must answer all the questions. Company rules, you know."

The fireman stood up. "I've got to reach that saloon before they lock the door," he stated with decision. "Book me sick, Baldy. I'm on my way."

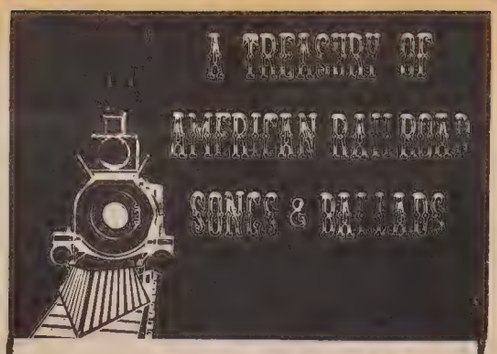
"But you're *not* sick, Sam."

"I will be if I don't get out of here."

Sam leaned over the machine and scanned the typewritten answers to the questions. The total effect was clear. The stuff would be about as useful in a courtroom as a mail clerk on a handcar.

"You can't beat these lawyers," droned the clerk.

"You can if you give them the right answers," Sam Lacy flung back over his shoulder as he turned the doorknob. "It's all a matter of technique." •



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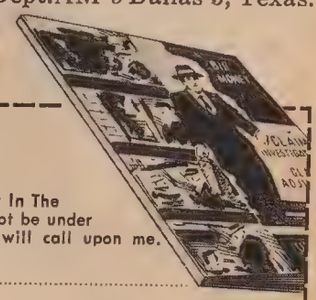

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Number 2, a 2-8-2, built by Baldwin in December, 1912, weighs 70 tons. It was built for the Saginaw Timber Co. Sold to Polson Logging Co., then Rayoneir, Inc., then Grand Traverse Northern Corp. Leased to C&LC.

Number 11, an 0-4-OST, built by Alco in 1924 weighs 32 tons. It was built for the Kelly Island Line and Transport Co. Sold to Carlton Johnson and leased to C&LC.

Number 18, a 2-6-2, built by Baldwin in 1924 weighs 55 tons. It was built for the Florida and Alabama Railroad. Sold to F. Steck and leased to C&LC.

A list of private companies operating diesels in southern Ontario comes from Ed Emery. Action Limestone, Acton, one ex-CN 600-hp unit. Canadian Crushed Cut Stone, Dundas, one Plymouth, 4 dump motors. Dual Mixed Concrete, Hagersville, 1 70-ton diesel. In Hamilton there are Domion Foundries, 1 800 hp diesel, National Steel & Car 2 70-ton diesels, International Harvestor 1 1000-hp diesel, Steel Company of Canada 29 diesels, 1 0-6-0 not in use. Also, Howard Smith Paper, Merriton, one unit, Cyanamid in Niagara Falls, one unit and Consolidated Sand and Gravel in Paris 1 30-ton diesel. In Port Colborne there are Canadian Cement, 1 70-ton diesel, 1 small diesel, Canadian Furnal, 1 70-ton diesel, International Nickel, 1 30-ton diesel and Union Carbide 1 diesel. In Port Credit is Bee Hive Syrup, one diesel. Beaver Fibre in Thorold, 1 30-ton diesel. Ontario Paper in Thorold 1 small diesel. Dual Mixed Concrete has 2 diesels and Pilkington Glass one diesel in Toronto. In Welland Atlas Steel has one diesel.

We get press releases and letter and clippings direct and from readers about the new tourist, steam railroads. Here is a delightful little story from Jim Harris, Box 237, Fort Bragg, Calif. 95437, about the California Western Railroad, the line famous for its Super-Skunks. The road had to re-locate and build new watertanks. It seems that a young lady had been assigned to the public address microphone installed to describe the points of interest and whatever. When the train stopped at the water plug she announced: "There will be a brief stop to take on *steam*, please do not leave the train." Of course, there was a howl of laughter from all the fans which was repeated with a hearty applause when she announced: "In case you didn't notice—a little while ago I said we were going to stop to take on steam. I should have said water."

These tourist railroads have a tough time getting parts, and some of them have to be made from scratch.

The California Western RR operates from Fort Bragg to Willits, a 40-mile journey deep into redwood country. Their 2-8-2 locomotive came from an Oregon lumber company, the coaches came from the Erie-Lackawanna in the East. F. H. Sturges is vice pres. and gen. mgr. at Fort Bragg, Calif., the road is in the Official Guide. It will operate until after Labor Day.

The tourist line at Oneonta, N.Y. is progressing and has some substantial backing—the Brotherhood of Railroad Trainmen, no less. Their interest comes from the fact that the little old caboose in which the BRT was organized is enshrined in the park there. It is planned to move the "Railroad Hall of Fame" from Portland, Ore. to Oneonta. More on this anon.

Another tourist road that is getting attention is the White Mountain Scenic Railroad which operates from McNary, Arizona through the beautiful White Mountains to Apache Springs, 22 miles. You will find them in the Guide as the Apache Railway. They have a 2-8-2 from the Santa Maria Valley RR and some Southern Pacific coaches. Drew Shumway, Box 496, McNary, Ariz. is the secretary.

We hear that the Alexander Train Museum, Yardley, Pa. is to be moved to Ivyland on the new, New Hope and Ivytown RR.

Since 1873 San Francisco's cable cars have carried visitors and residents uphill and down. Every day, some 25,000 passengers ride the sturdy little hill-climbers.

There never was a long shutdown—until this year. The service on the three lines that make up the system—California Street, Powell and Mason Streets, Powell and Hyde Streets—had to be interrupted for a few weeks. For the first time since 1887, refurbishment and major repairs were undertaken in the powerhouse of the historic cable-car barn at Washington and Mason Streets.

Due to wear, new cable winding machinery had to be installed. Public bids were invited from many firms. The manufacturer eventually selected to furnish the winding wheels, gear trains,

sheaves, shafts and bearings was the Voest Iron and Steel Works on Linz, Austria.

Although said to be in the forefront of technological advance and experienced in the construction of modern ski-lifts and aerial tramways such as the cableway to top of Grouse Mountain in Vancouver, Voest has maintained Old World craftsmanship and skills. They got the contract from San Francisco's Municipal Railway. In the modern shops of Voest, complex winder sheaves and bronze bushings were cast to duplicate the shapes produced some 80 years ago by firms then primarily in the horse carriage business. Pinion gears were forged and herringbone teeth were machined for gear trains.

The little cable cars weigh only about six tons and have a seating capacity of 30. Through a system of cables, pulleys and turntables, they move up and down the steep hills. Each car is pulled by a wrapped steel cable that runs in a slot below the surface of the street. It is operated from the central Washington-Mason power plant.

There, a 750-hp motor turns giant 14-foot cable winders. Before the cable is run under the street, it passes over a huge two-ton wheel mounted on a movable track. That wheel provides flexible tension that automatically takes up the slack caused when the cars on the line intermittently grip and release the cable.

The new equipment that was custom-made by Voest in Austria is even better than the original because of the many improvements in the knowledge of metallurgy.

With the whir of the cables again singing in the slots along Powell, California, Hyde and Mason Streets, the cable cars once more provide ten miles of safe, roller-coaster thrills, scenic splendor and chiming bells. The famed cable cars are a living symbol of San Francisco's romantic and colorful past. They have received a new lease of life thanks to a modern machinery plant some 6,500 miles away. There was talk of discontinuing the lines but such a protest went up from natives, tourists, and others that they were put in shape to continue service. Most of this came from Curtis J. Hoxter on behalf of the Austrian Government.

Big 3 Bargain Sale

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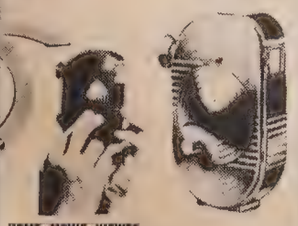
REGULATION POLICE HANDCUFFS
With New, Exclusive CUFF-STOP
Latest type—features exclusive Cuff-Stop that locks handcuffs automatically. Made of hard-tempered steel with jewelry polished nickel surface. Fitted with 2 tamper-proof locks that only matching key will open. Used internationally by Law Enforcement and Private Detective Agencies. $4.95. Deluxe Leather Cuff Case: $2.75.

$9.95 ~~$13.95~~



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LITTLE ATOM PISTOL
Small as the end of your thumb but it "sounds off" like a cannon. The world's "showiest" small pistol—gold plated with pearl grip. Complete with ramrod, blanks, $2.95. Extra blanks 50c per capsule.

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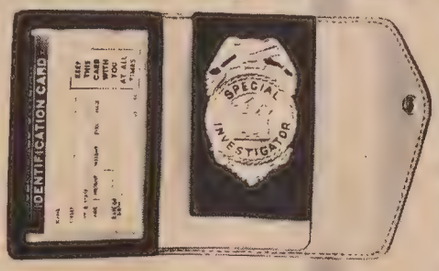

IDENTIFICATION BADGE CASE
Made of heavy black leather. Used by law-enforcement agencies throughout the world. Holds both badge and identification cards. 4½" long and 3" wide when closed.
Badge and I.D. Card extra. Badge case only $2.98. I.D. Cards 25c each.

~~$3.00~~ $1.00

WHO STOLE MY BIKINI?!!
"TITILATING BALL POINT PEN"
Curvy bathing beauty STRIPS to the buff every time you turn her over. When your friends see this item you'll have to fight to get it back!! P.S. It writes too! High quality ball point takes standard refills. Money back guarantee.
$1.00 Postpaid 6 for $5.00

WOLF-PACK PLAYING CARDS
Full deck of playing cards—and what pictures! Exciting . . . entertaining. We hope you can keep your mind on the game after looking at these 52 full-color cards. Set only $1.95. Also Stag Deck $2.95.

Imported WOLF KILLER STILETTO
This fabulous knife is famous on the Continent for hunting and fishing emergencies and it is faithfully trusted by sportsmen all over the world. Made of high test carbon steel. Positive lock, open or closed. 5 9/16" open. $4.70; 7 1/16", $4.95; 9", $7.50; 11". $12.95

~~$3.95~~
$1.98
OFFICIAL SPREAD EAGLE BADGES
Silver or Gold
Finest quality with reinforced backs and pins for heavy duty. A quick flash of one of these gleaming, official-looking badges instantly shows who has the power! Your choice: Special Officer, Deputy Sheriff, Constable, Watchman, Sheriff, Police, Special Police, Private Detective, Civilian Defense, Special Investigator. Standard size: $1.98. Miniature: $1.25.
SPECIAL OFFER: FREE! Authentic, Badge Carrying Case FREE with each badge.

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6 Shot Revolver
No Permit Required
"BLACK VENDETTA"
Imported from ITALY
Latest model, not a toy. Gun is of solid steel construction. Impressive looking white pearl-like handles. Fires 6 rounds in 2 seconds! Double or single action. Precision crafted, 5½ inches long, ideal for stage, sporting events, boating, protection. Revolver $5.95, deluxe leather holster $2.25.

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Stephen D. Maguire, Belmar, N.J.
N.Y. Ontario & Western at Middletown, N.Y. Steve Maguire used to have an office on top floor of railroad station (above the tender), way back when . . .

You don't fully realize the hardships of our pioneers until you remember that day after day they plodded their way westward into the setting sun without sunglasses.—*White River Valley Herald*

In the battle of competition there is no time to lose—there is just time to win. —*Personnel Journal*

Pacific Great Eastern: Extra 585 North, a local freight about to pick up cars at Clinton, British Columbia. Note the former interurban sleeper now in service as a bunk car on the work train.

John C. Illman, 7400 Errol Drive, El Cerrito, Calif.

The Powell & Mason Line, one of San Francisco's famous cable cars approaching the exclusive Nob Hill district. It has been in daily service since 1888 until a recent overhaul, see page 55.

Photo by B. A. Schwartz

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I enclose $1.00. Send the combined catalog and directory immediately. I understand that my money will be refunded if I am not completely satisfied. Also I will receive a full refund with my first order of $10.00 or more.

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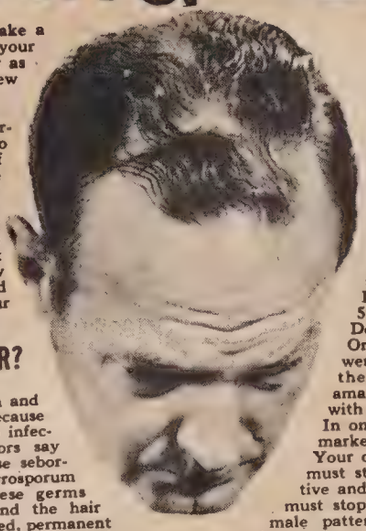
IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald—needlessly—because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permanent damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc., 19 W. 44 St., N.Y. 36, N.Y. © 1963

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Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name _____

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☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus postal charges.
☐ Send triple size for $5. You save $1

DOUBLE MONEY BACK GUARANTEE

Thousands Lose Weight —'Without Starving!'

The Slim-Pak Plan is not a fad or crash diet; contains no drugs. Especially developed for the "compulsive" eater who has "tried everything"—and failed.

CALLS SLIM-PAK 'A BLESSING'

"Never found a diet so easy to stick with, nor a plan that really worked for me as Slim-Pak does. What a blessing it is to be able to lose weight without starving. God bless you."

LOSES 27 POUNDS IN 60 DAYS!

"I have just completed my second month with Slim-Pak. When I started I weighed 180 pounds and measured 40 inches around the waist. I now weigh 153 pounds and have a 34 inch waist."

TEEN-AGER FROM TEXAS WRITES:

"I am 16 years old and have been on the diet for 2 weeks and have lost 14 pounds. I have dieted many other times, but I have gotten the greatest satisfaction from the Slim-Pak diet. I am very seldom tired and usually do not get hungry between meals.

'I WAS GETTING DESPERATE!'

"I was getting desperate. I found I could not leave food alone. Now I have lost inches and pounds making it possible to get back in my size 9 again!"

LOSES 10 POUNDS IN ONE WEEK

"Slim-Pak is marvelous. I have lost 10 pounds in one week and am recommending it to my fellow club members."

'WITHOUT NERVOUS TENSION'

"Without fear of getting off my diet or nervous tension and that empty feeling, I have lost 3½ inches from my hips — 5 inches from my waist. I have lost 18 pounds."

70-YEAR-OLD DESCRIBES WEIGHT LOSS

"I am 70 years of age and they have helped me. Besides losing weight I have gained a desire to live."

WEIGH LESS — OR PAY NOTHING!

These are excerpts from unusual unsolicited letters. Your degree of success with the Slim-Pak obviously depends on YOU, but remember:

LOSE 6 TO 16 POUNDS IN 30 DAYS OR MONEY BACK!

Slim-Pak Plan users have ordered over 13,500,000 vitamin-rich tabules to supplement food.

Based on an audit of refund records. THE SLIM-PAK® PLAN HAS SATISFIED AN AMAZING 99.1% OF ITS USERS!

MAIL NO-RISK COUPON NOW!

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7551 Melrose Ave., Los Angeles 46, Calif.

YES, I would like to lose 6 to 16 pounds in the next 30 days. I understand that there is a money back guarantee that I must lose unwanted pounds without starving, fad or crash diets, dangerous drugs, or giving up many of my favorite foods. Please rush.

☐ 30 day Plan $3
☐ 60 day Plan $5 (Save $1)
☐ 90 day Plan $7 (Save $2)

☐ I enclose $_____send postpaid.
☐ Send C.O.D.; I enclose $1 deposit.
☐ PLEASE RUSH MY ORDER: I ENCLOSE 50c FOR SPECIAL HANDLING.

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MORE AND MORE AUTOS

It is 12:01 a.m. at the West Detroit yards and the New York Central's ML-12 is ready to roll. This is a solid train of 125 tri-level and bi-level cars filled with brand new automobiles from the motor center of the world and bound for Selkirk yard near Albany, N.Y. At the head end will be six to eight powerful diesel locomotives. On occasion the consist has been 152 cars, nearly three miles of train, but the usual length is about 125—almost 2,000 automobiles—and they move by rail at 70 mph. They do not clutter up the highway nor endanger the frustrated motorist. But he and the passersby are awed by the spectacle of the long string of freight cars of nothing but new automobiles. It is a thrilling sight to the railroader or the railfan.

General Motors, Chryslers and Fords originate at Detroit, the Chevrolets come down from Wayne, Mich., the Pontiacs and Buicks start from Flint—they all come to the Central at West Detroit.

At Selkirk where the ML-12 arrives in the early evening, the train is broken up into a section going to Framingham, Mass. for the Boston area and another one for Little Ferry, N.J. for the New York market.

Autos for the Albany area are unloaded at Selkirk and swarms of Central men at Framingham and Little Ferry go to work unloading at those points.

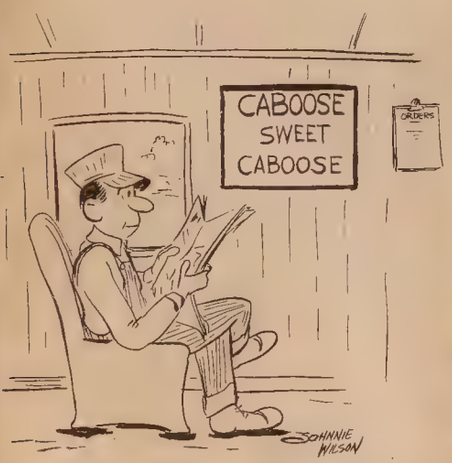
During 1964, one-third of the total auto industry production or nearly 3,000,000 automobiles were carried to

IDE THE RAILS

distribution points across the nation by rail. New York Central alone handled almost a million automobiles or about 13 percent of the entire production in the United States.

The empty bi-level and multi-level equipment is speeded back to Detroit via the Canadian Division. It doesn't earn any money after it is unloaded and it is important to get it back to the automobile plants as soon as possible.

We are indebted to the New York Central's magazine the *Headlight* for this story and pictures here and page 64.



From Atlantic Coast Line News

Whether it is steam or diesel the U.P. continues to lead with "Big Boys." Latest arrival is a cabbed DD-35 shown here westbound through Laramie, Wyoming.

photo by Harry B. Adams
Univ. of Denver, Colo.

4-TRANSISTOR TAPE RECORDER $6.10
Records, plays back, erases, rewinds. Includes tape, reels, microphone.
Jeweled CALENDAR WATCH $2.44
Swiss movement. Tells time and date. Includes beautiful metal expansion band.
WALKIE TALKIE $4.95
Transmits, receives. Fits in shirt pocket. Aerial extends for more distant reception.

Over 250 exciting new imports you can buy below wholesale to help you get into a **BIG MONEY IMPORT BUSINESS OF YOUR OWN**

This exciting list shows just a few of the startling buys which have been announced. Newer, fresher offers will be sent to you every month. I could make up a list like this every week, based on news I receive from my overseas sources.

10-tr Radio	4.95	8mm Movie Projector	2.80
Man's Silk Tie	.85	Electric Blanket	4.96
Man's Briefcase	.85	8mm Zoom Camera	24.35
Hand-carved Clock	.85	Teakwood Chest	.90
Fishing Rod-Reel	.50	Hockey Stick	.70
Elec. Hair Dryer	3.25	Portable T.V.	47.50
Cigarette Lighter	.21	Star Sapphire Ring	6.00
Motorcycle	118.50	Fishing Flies	.01¼
FM Hi-Fi Radio	8.80	Elec. Can Opener	6.40
Movie Title Kit	1.00	7-pc. Fishing Kit	.50
Beaded Handbag	1.01	Beer Stein	.13
Flashlight	.10	Sunglasses	.15
Transistor Radio	1.70	Marking Pen	.12
Cardigan Sweater	2.00	Disposable Razor	.02
Spinning Reel	.96	Sewing Machine	3.15
Stop Watch	1.12	Star Saphr. Pendant	2.50
Wrist Radio	2.90	Electric Shoe Shiner	1.55
Model Boat Kits	.65	Port. Typewriter	22.50
Table Tennis Set	.29	Windbreaker Jacket	1.20
Ladies Knit Suit	4.50	Tailored Man's Suit	22.50
Intercom Set	5.00	Electric Toothbrush	1.25
Electric Scissors	1.32	Elec. Fishing Rod	9.00
Human Hair Wigs	12.00	20-pc. Dinnerware	1.15
Plastic Raincoat	.14	4-pc Steak Knife Set	.17
Water Pistol	.05	Swiss Musical Bank	1.00
Dozen Golf Balls	1.83	Elec. Immersion Htr.	.19
Slide Viewer	1.20	24-pc. set Flatware	1.55
Ladies Gloves	.16	Butane Cig. Lighter	.60
Ukelele	2.00	Electric Hair Comb	1.49
Massage Unit	1.64	Expand. Watch Band	.11
Oil Painting	1.25	Laminated Skis (2)	13.66
Adding Machine	18.00	Elec. Pencil Sharp.	1.26
Electric Train	1.50	Hunt. Knife & Sheath	.11
Knitting Machine	4.20	Embroid. Sweater	5.50
Badminton Set	.60	Elec. Hand Grinder	1.23
Radio Spectacles	7.70	Hd.Painted Wall Scroll	.77
Tennis Racket	.50	St.Steel Razor Blade	.03¾
Rifle Scope	1.85	7-pc. Golf Club Set	22.25
10" Inflatable Globe	2.05	Austrian Ski Sweater	5.46
Water Filter	1.90	Port. Radio-Phono	13.00
Check Writer	8.80	Elec. Knife Sharp.	5.05
Hearing Aid	[illegible]	Elec. Letter Opener	1.60
Radio Amplifier	.88	Elec. Eye Turn Off	1.87

Prices subject to availability and market fluctuation

Fantastic Bargains From All Over The World Get You Off To A Quick Start . . . You can profit your first day . . . You need no previous experience. It doesn't matter whether you work for somebody else, whether you have your own business, or whether you are getting ready for retirement. Import-Export offers you profits and opportunities beyond your wildest dreams. You don't even have to pay for merchandise in advance when you use my Drop Ship plan. All the profits are yours when you deal direct with overseas suppliers. I place my secrets of Import profits in your hands. I tell you exactly what you need to know. My extensive travels to remote corners of the globe as well as to the famous markets of Europe and the Orient cement relationships with suppliers. They personally give me advance news that I can pass on to you about new product discoveries. Bargains like I show you here (and thousands more dazzling values that are yours below wholesale) go fast to stores, premium users, mail order and friends.

★ HOME BUSINESS FULL TIME PART TIME
★ AGE NO BARRIER
★ START ANYWHERE TOWN, CITY, COUNTRY
★ NO EXPERIENCE OR LARGE INVESTMENT
★ SHORT-CUT PLAN

I Guide You Step by Step—Show You What to Do, How to Do It!

B. L. Mellinger, Jr. Famous World Trader, President of The Mellinger Co.

● *I'll reveal the same secrets of Import-Export that made me a fortune . . . Show you how to start on a shoestring, then pyramid profits in this booming $30 billion dollar business. My plan saves you months of preparation . . . lete you make your first import transaction your very first day.*

MEN & WOMEN FOLLOWING MY PLAN REPORT:
"On my very first transaction I made $904.00 for just 4 days work . . . My wife and I started this business together . . ." **D.M.C.** *"With an initial investment of less than $100, I have grossed a profit in the neighborhood of $12,000 . . ."* **D.L.S.** *"I was stumbling along on a time card job without much future. Now I can enjoy the freedom and security of a business of my own . . ."* **W.J.J.**

Many beginners start this way with little capital

A Business of Your Own

Exciting cash profits are rolling in for importers who cash in on the skyrocketing World Trade boom. The Mellinger Plan tells exactly what to do step-by-step—jam-packed with vital information, concrete examples, immediate introduction to contacts abroad. Send for FREE BOOK, "How to Import and Export" – get details about amazing buys available overseas. Use Mellinger experience to get started fast. Mail coupon today. Air Mail reaches us overnight.

Remarkable Book Sent FREE!

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Vancouver Island, B.C. Canada now has a narrow gage tourist railroad: Cowichan Valley Railway. No. 1 (above) was standard gage, see Feb. '65 *Railroad Magazine* page 22. She was built 1920. No. 25 (below), a 0-4-0 named *Samson* crossing a trestle over Somenos Lake trestle with two newly built passenger cars.

Info and both photos by Dave Wilkie, 595 Leaside Ave., Victoria, B.C.

The Cowichan Valley Forest Museum's mile-long, narrow gage railway winds its way over fills and under bridges, through the remnant of the virgin forest which once covered this district. Douglas Fir trees five feet in diameter and 180 feet tall were 100 years old when Capt. James Cook came to Vancouver Island in 1778. The new railroad crosses a bay on Samonos Lake upon a 300-foot trestle. It is a scenic country. A log-museum building is being built to house historic records and photographs of the logging days, and there is an outdoor exhibit. Locomotive No. 1, a Shay, was built for the Hillcrest Lumber Company and has been named the *Hillcrest*. The lumber company is still doing business and owns two Climax engines, Nos. 9 and 10. The West Coast Railway Association, Box 2790, Vancouver 3, B.C. recently ran a fan trip with two gondolas and a caboose. No. 10 is in regular service hauling lumber products from the mill to the Canadian Pacific interchange. It is much photographed by the fans.

Books of the Rails

HUDSON RIVER DAY LINE: *The story of a great American steamboat company*, by Donald C. Ringwald, 228 pages, 8½ x11", illustrated, jacket painting in full color by William J. Muller, appendix, biography, index, weight 2½ lbs., Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $8.50.

"For health and pleasure," said an Ulster & Delaware Railroad advertisement of 1899, "go to the Catskill Mountains, the haunts of Rip Van Winkle," pointing out that the U&D connected at Kingston Point with Hudson River Day Line steamers and at Rondout with Night Line steamers, the steamer *Mary Powell,* and the New York Central & Hudson River Railroad.

One has a better understanding of railroading if he is familiar, at least to some extent, with the rival forms of transportation.

The water routes which paralleled the rails competed with them for passenger business. One operator of Hudson River steamers was Daniel Drew, the pious hyprocrite who later milked the Erie Railroad, and there was even a boat named for him. But this beautiful volume of river history was put out primarily for steamboat buffs, of which there are many, and not for railfans. The author worked several years in the Day Line's purser department, on the *Hendrick Hudson* and the *Alexander Hamilton*. He knows his subject, lives it, and writes entertainingly. There are plenty of high-quality illustrations.

ARIZONA RAILROADS: *Past and Present,* by Vernon J. Glover, Jr., and David I. Reis, 16 pages, 9x12", many illustrations, including two full-page color-shots, this being the lead article in July '64 *Arizona Highways,* a gorgeously color-illustrated, 52-page, monthly magazine, published by Arizona Highway Dept., 2039 W. Lewis Ave., Phoenix, Ariz. 85009, 50¢ a copy; $4 a year in U.S., $5 elsewhere.

"The history of Arizona railroading has not received the glamorous treatment afforded such states as Colorado, Maine, or Pennsylvania, as chronicled by a Lucius Beebe, a Charlie Clegg, or a Morris Cafky," the authors state. "Nevertheless the glamour was there.... The great majority of Arizona's railroads are but a memory, having passed over the great divide to the long tangent of eternity where the signal boards are forever green. Their passing left an indelible mark upon the land, for their histories were to a great extent the history of Arizona for more than half a century."

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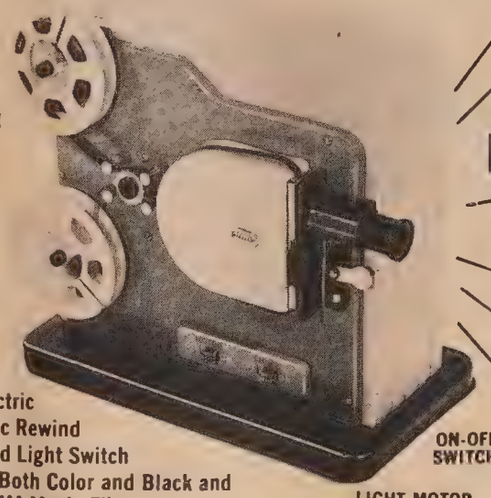

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including your name and address. Use abbreviation such as *tts.* (timetables); *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped env. for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter dealing with other matters. If you want pen pals, state your special interests so they will know what to write about.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our November department is already closed. Entries for December issue (out Nov. 3) should reach us before Sept. 10. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

ROGER ARCARA, 2405 Marion Ave., Bronx, N.Y. 10058, sells reconditioned 116, 616 and 122 cameras desired by many railfans for their larger negs. All guaranteed; details, list, free.

JOHN AARDEMA, 223 Slater St., Paterson, N.J. 07501, wants p.c. size, 5x7 pix 2-4-4-0, 2-4-6-0.

GEO. ABERE, Jr., 97-11 121 St., S. Richmond Hill, N.Y. 11419, will sell Railroad Magazine '38-'53, Trains '52-'58, good cond. SSE.

C. T. ANDREWS, 4231 SW 38 St., W. Hollywood, Fla. 33023, sells, trades 4x5, p.c. size pix LV, RDG, L&NE, CNJ, DL&W, D&H, NYC, Pa. shortlines.

HERVEY ANGIER, 143 Roselawn Pl., Los Angeles, Calif. 90042, sells new emp. tts.

GEO. ARDELEAN, 158 N. Western Ave., Lake Forest, Ill., sells CNS&M emp. tt. 57. SSE.

BILL BASS, 921 S. 22 St., Arlington, Va. 22202, trades Kodachrome slides of C&O, B&O, SOU, PRR, RF&P, ACL, short lines for any rrs.

ED CLARK, 803 E. Jackson, Mexico, Missouri 65265, buys conductors uniform caps, rr. hand lanterns, C&A, GM&O sw. keys.

GRAHAM COSWAY, 165 Balliol St., Toronto 7, Ont., Canada, sells pix English trams. Sample, list 10¢.

JIM CRIMMINS, 5 Bonnie Dr., Exeter, N.H., wants pix, rosters, etc. of early rrs. that formed B&M for story.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England rr. stocks, bonds. List, sample 25¢.

FRANK DIFALCO, 3 Cobbossee Ave., Gardiner, Maine 04345, buys, sells, trades diesel negs. Mexican rrs., St. Louis area, NYO&W, LNE, RUT.

PFC BOB EASTWOOD, Jr., HQ, 2d Recon. Sqdn., 3d Armd. Cav., APO, New York, N.Y. 09227, wants info., pix, negs. RDG coaches that went to NdeM, B&M, MEC, C&O. Answer via air mail.

WM. EVILLE, 1245 Legion Ave., Napa, Calif., wants info. on GN M-2 2-6-8-0's.

JACKIE FARNER, Bare Road Mted. Rt., Mechanicsburg, Pa. sells "Sound of Steam" 33⅓ recording of steam locos, traction engines, sawmill, pumps, etc. Send $2.25.

TOM FRANCIS, 70 Railroad St., Ipsilanti, Mich. 48197, sells, trades lists of NYC trs. '53-'65. SSE.

J. M. FREDRICKSON, 3730 N. 28 St., Tacoma, Wash. 98407, will sell Galveston, Harrisburg & San Antonio emp. tts. 84 (7/15/06), 124 (2/17/15), DM&N emp. tt. 44 (1/21/17).

LES FREMMING, 1650 N. Pacific St., Kelso, Wash. sells rr postcards. List 20¢.

MIKE GILLESPIE, Box 143, Georgetown, Ky. 40324, will sell 1350 color slides of diesels, 160 emp tts and 38 rule books, need $ for college.

FRANK GNAU, 7140 Ellicott Rd. Orchard Pk., N.Y. 14127, wants interior pix of PRR P70s in 1930s.

BOB GREENWALT, 3643 Rosemead, Rosemead, Calif., wants rr stock certificates, Poor's, Moody's Manuals, 2-burner oil Pullman chandelier.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells, trades on approval, orig. 35mm Kodachrome slides, diesels, cabooses in his area No. list.

PETER HOLLINSHEAD, 319 Spring Valley Rd., Springfield, Pa., buys E-L pix, negs., tts., emp tts., etc. Sells Phila. area transit pix. List SSE.

C. E. HULL, 203 E. 16th St., N. Little Rock, Ark., wants p.c. and smaller size pix of large psgr stations, pumper hand cars.

GILBERT HULIN, 4891 Donald St., Eugene, Ore. 97405, sells slides of rrs from Calif. to British Columbia, sample and list 25¢.

P. IHRMAN, 241 N. 6th St., Paterson, N.J. 07508, buys, trades tor pix, info on PRR 4939-4944, 4995-4998 GG-ls.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, will buy or trade rr lanterns, locks and keys, buttons, hat emblems etc.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461 sells back issues RAILROAD mag, Trains, R&LHS Bulls, model rr mags, etc (SSE). Buys collections of such mags., good cond.

LOUIS KREWER, 38 Blanche Ave., Demarest, N.J. 07627, sells Off. Guides '59-'65. List, SSE.

PAUL KUTTA, Shadyside Ave., S. Nyack, N.Y., will sell PRR H10's bldrs plate from 9742, LIRR No. 113.

ED LANIS, 721 S. 31st St., Milwaukee, Wis. 53215, sells CNS&M hardware and railroadiana. SSE.

PHIL LARSON, 208½ Superior St., Brewster, O., wants pix, info. on W&LE.

TOM LAWSON, Jr., 2533 Montevallo Rd., Birmingham, Ala. 35223, will sell bound vols. Ry. Age Gazette '05-'09, '12-'19, '22-'29.

R. N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, wants "Ralph of the Railroad" bks., good cond.

ED MORAN, 3300 Netherland, New York, N.Y., sells Railroad Magazine, Mdl. RR News, Trains, etc. List SSE.

RON MORSE, 893 Linda Vista, Banning, Calif. 92220, wants pix D&RGW K-37 496, K-36 485.

BILL MYERS, 1511 N. 2 St., Harrisburg, Pa. 17102, sells traction pix. SSE.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa., will buy PRR K-4 bldrs. plate.

AL PARSONS, 3237 Voigt Dr., Indianapolis, Ind. 46224, wants Baldwin Mag. 7/27, NC&SL's "Introducing You to the Dixie Line" and "Introduction to the Dixie Line".

C. G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome dupl. slides steam, diesel, trolley. Sample 25¢.

AL PATERSON, 451 Maplehurst Ave., Oakville, Ont., Canada, sells 5x7, 8x10 action still pix CN, CP, TH&B, NAR steam, diesel. Lists 10¢. Buys action negs. of these lines.

WILFORD PENNY, 2770 S. Perry, Denver, Colo. 80236, buys Interurban Special 7,10,11,18, pre '49 Headlights, Marker, Wheel Clicks, CERA Bulls.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, sells emp. tts. Wants NYC pix N. Vernon to Benton Harbor, sw. keys.

JIM SEACREST, 2750 Woodscrest, Lincoln, Neb. 68502, buys, trades for CB&Q, FW&D, C&S diesel negs., all sizes esp. sws.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells Railroad Magazine '12-'49, St. Ry. Journal '90's, interurban, trolley catalogs. List SSE.

DICK SHIDELER, Rt. 3, Box 120, Manteca, Calif., trades 2¼x3¼, 116 negs. SP steam, diesel for WP, SP, ATSF, D&RGW diesels.

TOM SHIPLEY, 35 3 Line S., Oakville, Ont., Canada, will sell 2 kerosene lanterns.

RON SHOOK, OI Div., U. S. S. Albany CG10, Fleet Post Office, New York, N.Y., wants pix, info., tts. on the WB&H, other Wilkes Barre area rrs.

TED SIMPKINS, 9311 108 Ave., Grande Prairie, Alb., Canada, wants pix, negs. CN 4300's, 3800's.

BEN SMITH, Box 34, Brooklyn, N.Y., sells Lionel, A.F., Marklin catalogs, back issues Railroad Magazine, RMC, Mdl. RRer, Mdl. Bldr., Trains '30-'60. SSE.

GEORGE SCHRODER, 78-14 160th St., Flushing, N.Y. 11366, sells rr books, metal rapid transit signs, LIRR tts, RAILROAD and Trains magazines; write for free list. Wants transportation tokens, CERA Bulletins.

KEN SPROULS, 49 Bismark St., Danville, Ill. 61832, will sell '27, '52 Loco Cyclopedia, good cond.

KENT STEPHENS, 1051 East Ave., Chico, Calif. 95926, wants Interurban Specials, CERA Bulls.

J. P. STITH, 3125 Lamb Ave., Richmond, Va. 23222, wants negs., pix, slides, maps, info. on Richmond Va. trolleys, interurbans.

W. C. THURMAN, 4733 Morganford Road, St. Louis 16, Mo., buys steam neg collections, any size. Also sells negs—steam and diesel, state your needs.

CLARENCE WEIHE, Box 102, Postville, Iowa 52162, sells back issues RAILROAD and Trains mags, good cond. List SSE.

WALT WEYDELL, 3882 Kenmore Dr. S., Fresno, Calif. wants info on current rr calendars.

PAUL WILLENBRINK, 300 Chelsea Rd., Louisville, Ky. 40207, sells 60 different rr sound recordings, free catalog on request.

TED WURM, 122 Monte Vista, Oakland, Calif., sells size 616 V&T negs. Will sell Beebe's "Cable Car Carnival". List 10¢.

MARTIN ZAK, 2 Hedgerow Dr., Morristown, Pa., buys orig, negs., color slides, bldrs plates; PRR K-4s, M-1, T-1.

Model Trading Post

H. R. ASHLEY, 12 Lindsey St., Yonkers, N.Y. 10704, wants to buy extra-large size toy electric trains made before 1945 by Lionel, Ives or American Flyer.

STEVE EASLON, 1300 Beechwood Ave., Fullerton, Calif., sells 1½" scale 7½" gage backyard rr. equip. Info. for SSE.

L. D. MOORE, 121 Flagg Rd., Deep Creek, Chesapeake, Va., will trade Lionel '21 catalog for Lionel Blue Comet coach or AF Pres. Spec. coach.

BEN SMITH, Box 34, Brooklyn, N.Y., sells new Lionel 072 tubular curved trk., General Pass. set, Lionel locos, cars, accessories '30-'60. SSE.

LES TUTTLE, Box 191, Rural Hall, N.C., wants 12" to 24" gage trs. esp. Hershell G12, G16.

Pen Pals

DAVID COHEN, 230 Juanita Way, San Francisco, Calif. 94127, age 20, wants pen pals interested in city transit, rapid transit.

JAMES GUILFORD, 237 Monroe St., Wauseon, Ohio 43567, age 16, wants pen pals interested in railroading.

JIM MULLIKEN, 1263 S. Peach St., Philadelphia, Pa. 19143 wants overseas pen pals.

TERRY PATTON, 427 Dorset St., Glen Ellyn, Ill., age 14, wants pen pals interested in CB&Q or C&NW.

ROMAN SOHOR, 217 Niles St., Elizabeth, N.J. 07202, age 15, wants pen pals interested in CNJ, PRR, RPOs.

TED THOMPSON, Jr., 2006 Blain St., Williamsport, Pa., wants pen pals interested in eastern rrs, esp. PRR, NYC, RDG, E-L.

Coming Events

Sept. 3-6: Everybody, it seems, is going to the NRHS convention at Portland. Visit Pacific Live Steamers layout and transportation museum, take harbor tour on sternwheeler "Portland," ride Portland Zoo Ry., visit Glenwood Trolley Museum, enjoy 42-mile trip on Vernonia, South Park & Sunset Steam RR.; the annual banquet, excursion to Seaside, the Oregon end of Lewis and Clark Trail; 33-mile trip on Longview, Portland & Northland Ry. (possibly with steam). Write Miln Gillespie, chairman, 1965 Convention, Box 8853, Portland, Ore. 97208. Railroad Magazine will be represented at this convention by Arthur T. Knowles, assistant editor.

Sept. 4: trip announced for Sept. 11 has been advanced to the 4th: St. Louis to Mexico, Mo. and return via CB&Q and GM&O behind Burlington's 2-8-2 No. 4960 with air-conditioned, double-deck suburban coaches and a gondola. Lv Carr St. Station 9 a.m. due back about 8 p.m. Snack service, movie runs. Fare $9 (kids $5) Write NRHS, 6412 Printz Court, St. Louis, Mo. 63116.

Sept. 12: 300 miles, fall foliage trip: Me., N.H. White Mts., Vt., CNR steam loco 6218, Portland to Island Pond, first steam since final run of MEC 470 on June, 1954. CNR coaches, open-door baggage car, outlets for tape recorders. Lv. Grand Trunk Station, Portland, Maine, at 8 a.m., due back about 8 p.m. $12 (kids $6) Write 470 Railroad Club (Div. RRE), Jesse F. Libby trip chairman, 344 Pine St., South Portland, Maine 04107, make checks to 470 Railroad Club.

Sept. 16—Oct. 27: BofLE annual European tour: Enaland, Holland, Belgium, Germany, Austria, Italy, Switzerland, and France. Lv New York on SS France, $1,195, all-expenses. Write M. C. Glassel, Div. 28, Box 3612, Station A, El Paso 23, Texas.

Sept. 17-24: Railway Age 2-week tour of Europe. Attend two big railroad shows in Munich. Side trip to Milan and Lucerne. $632.40 includes most everything. Write Fred Miles, Overseas Flight, Railway Age, 30 Church St., New York, N.Y. 10007.

Sept. 18-26: 4,000 miles, 5 states, 3 days of narrow-gage steam in Colo., package tour. Lv. Richmond, Calif., on Santa Fe: Alamosa, Pueblo, D&RGW via Royal Gorge, Dotsero, Moffat Tunnel, Denver, and return to Coast. Rates: $245 in coach to $391 in drawing room. Send $50 deposit. Write Norman Holmes, Central Coast Ry. Club, Box 1714, San Jose, Calif. 95106.

Sept. 19-25: special cars from Los Angeles to join the above trip. Write Orange Empire Trolley Museum, Box 548, Perris, Cal. 93720.

Sept. 26: to Mid-Continent Ry Museum at North Freedom, Wis. by Illini RR Club from Chicago via the Milwaukee. Fare, $10.75 (kids $6.95). Tickets from the Milwaukee or write Illini RR Club, Box 62, Champaign, Ill.

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Sept. 29—Oct. 5: Trip to Rio Grande narrow-gage line in Colo. from Chicago via Burlington. Alamosa Kiwanis Club, Write Illini RR Club. Box 62, Champaign, Ill. for details.

Oct. 1-2-3: "Kolor Karavan" from Alamosa on D&RG narrow gage. Write Alamosa Kiwanis Club, Alamosa, Colo.

Oct. 3 (or 10th): James River Autumn Leaf Special from Richmond, Va. on C&O to Balcony Falls, Va., consist: air-conditioned coaches, gons, and NRHS combine 1506. Fare about $11, write John P. Stith (NRHS), 3125 Lamb Avenue, Richmond, Va. 23222 for details.

Oct. 10: annual excursion to Cumbres Pass by ESA Sorority, Alamosa, Colo. (trip was sold out last year).

Oct. 10: From Albany, N.Y. to West Point, via the West Shore (NYC) RR, visit the Military Academy, Consist: coaches, two gons, open-door baggage and a diner serving cafeteria style. Lv. 9 a.m. Av. West Point 12:40, Lv. 2 p.m. due back in Albany 5:45. Write Herbert H. Insley, Capital District RR Club, 820 State St., rear, Schenectady 7, N.Y.

Oct. 16-17: steam trip behind CNR 6218. Write Michigan Railroad Club, 15517 Braile Ave., Detroit, Mich. 48223.

Oct. 17: 270-mile Fall-foliage trip on B&O freight lines, Pittsburgh to DuBois, Pa., reserved seat coaches, probably open gon, a snack car. Some 1500 people took this trip last year. Write J. Edward Wally, North Hill Travelers, 43 Grant Ave., Pittsburgh, Pa. 15223.

Oct. 24: visit Orange Empire Trolley Museum: Lv. San Diego 8 a.m., special Santa Fe train, consist: coaches, open-door baggage, snack car and obs. No. 1509, due back 7 p.m. Write S. L. "Corky" Thomson, Ry. Hist. Society, Box 9351, San Diego, Calif. 92109.

Oct. 24: Tour of Chicago, South Shore & South Bend RR. sponsored by Central Electric Railfans' Assn. Special train: Samuel Insull era coaches, trip will include extensive East Chicago industrial trackage, many photo stops. Fare $6 (kids $3.50) Tickets, info. Richard J. Anderson, CERA, Box 503, Chicago, Ill. 60690.

Nov. 6: hold this date for trip using Mountain Obs. car by Orange Empire Trolley Museum, Box 548, Perris, Cal. 92370.

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123 W. 28 St.
New York 1, N. Y.
Phone WI 7-1820
Dept. 6074

Name .....
Address .....
City ..... State .....

BORROW BY MAIL!

ONLY $54.00 A MONTH REPAYS $1215

Borrow $111 to $1215 entirely by mail! Pay *all* your bills with a confidential loan from Postal; *only one small monthly payment* instead of many. Over 59 years of dependable service to people throughout the U.S.A. State-licensed—your assurance of fair rates and supervised reliability. *Fast, Airmail Service. Try Us!*

POSTAL FINANCE CO., Dept. 32-R
200 Keeline Building
Omaha, Nebraska 68102

SELECT LOAN HERE

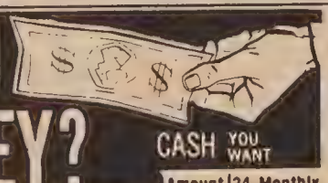
Cash You Receive!	30 Monthly Payments
$111.	$ 5.00
$315.	15.00
$510.	24.00
$1000.	45.00
$1215.	54.00

D. J. Levitt, President
POSTAL FINANCE CO., Dept. 32-R
200 Keeline Building
Omaha, Nebraska 68102
Rush FREE complete Loan Papers.

AMOUNT NEEDED
$

Name_____ Age_____
Address_____
City_____ State_____ Zip Code_____

NEED MONEY?



CASH YOU WANT

$45.10 MONTHLY REPAYS $1000

It's easy to borrow by mail. If you are steadily employed, you can borrow up to $1000 on your signature only. No endorsers, no time off from work, no personal interviews. Handled entirely by mail in strict confidence. Details mailed in plain envelope

Amount of Loan	24 Monthly Payments
$100	$5.59
$300	$16.77
$500	$27.63

Amount of Loan	30 Monthly Payments
$800	$36.62
$1000	$45.10

Budget Finance Co., Dept. MB-205
317 So. 20th St., Omaha 2, Nebr.

AMOUNT I NEED ____

Name_____
Address_____
City_____
Age_____ Occupation_____

Please Use Postal Zip Number on All Correspondence to Insure Prompt Delivery of Mail.

Thousands of automobiles being hauled to market by rail and are not endangering the lives of highway travelers. New York Central's ML-12 Detroit to Selkirk. New York Central photos.

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.

35 FAMOUS AMERICANS! Choice collection U.S. stamps, all bearing classic portraits of Longfellow, Hamilton, Edison, Andrew Carnegie, Sam Houston, Emerson, others. Plus scarce centennial picturing first U.S.A. (issued 1847). All 36 stamps only 25¢. H. E. Harris, Dept. A-51 Boston, Mass.

$1,000 LOOK FOR $27. The Capra Gem is more radiant, more refractive than expensive stones, yet you can buy a 1 ct. gem for $27. This is the "man-made" miracle about which you have read. Write for free illustrated booklet on rings. Capra Gem Co., Dept. AE-55, Box 5145, Philadelphia 41, Penna.

X RAY SPECS. Hilarious optical illusion! Scientific principle really works. You seem to see through clothes and flesh, to the body and bones underneath. Great gag. Fun at parties. Magnifies to work at distance. Send $1 plus 25¢ shipping chrgs. Honor House Pros. Corp. Dept. 36Y10 Lynbrook, N.Y.

WARD OFF ATTACKS with amazing DEFEND! Scientific solution, temporarily blinds would-be attackers, leaving stain for positive identification. No permanent injury. Palm-size squeeze bottle carries easily in purse, pocket, glove compartment. $1, 6 for $5 ppd. Big Three Enter. Inc. 1109 Sixth Ave., New York, N.Y. 10036

DINGY TEETH *made* RADIANT WHITE

Like a movie-star smile in 3 minutes with wonderful new cosmetic enamel!

Are you smile shy because of discolored, dull and unattractive teeth? Then try **WYTEN** a marvelous new "Dental Cosmetic" for an attractive new glamorous look. Just brush on and in seconds you transform discolored, yellow and dingy teeth into a sparkling white finish that appears so pearl-like and natural. **WYTEN** is used by thousands of smart women and theatrical folks to cover up stains, blemishes and even gold fillings. Dental formula is completely safe and harmless for natural as well as false teeth. **SEND NO MONEY.** Just send name and address. Pay postman on delivery $1.98 plus postage for a 3-4 months supply. Or send only $1.98 with order and we pay postage. **MONEY BACK GUARANTEED** if not completely delighted.

NU-FIND PRODUCTS CO., Dept. 580 P. O. Box 205 Church St. Station, N.Y.C. 8, N.Y.

Borrow BY MAIL

$44.24 Per Month Repays $1,000

Enjoy the things you want NOW with a confidential ***LOAN-by-MAIL*** — get any amount, $100 to $1,000. Pay back in small monthly installments to fit your paycheck. No co-makers. Also, Credit Life Insurance is available, at nominal cost, which will pay the balance of your loan in case of death. No matter where you live, rush this coupon now. Loan Order Blank mailed FREE in a plain envelope. No obligation. Act!

Cash YOU WANT

DIAL FINANCE CO., 410 Kilpatrick Bldg. Dept. 9-052 - Omaha, Nebraska 68102

Cash You Get	30 Monthly Payments
$ 100	$ 4.78
300	14.33
500	23.55
700	32.10
900	40.23
1,000	44.24

DIAL FINANCE CO., 410 Kilpatrick Bldg. Dept. 9-052 - Omaha, Nebraska 68102 **NO AGENT WILL CALL**

Please rush FREE Loan Order Blank.

*Name*_____

*Address*_____

*City*_____ *State*_____ *Zip Code*____

*Amount you want to borrow $*_____

GOLD STAMPS!

To Introduce You to America's Favorite Hobby and World's Largest Stamp Firm: ■ Scarce round and heart-shaped stamps from Tonga, printed on gold leaf — unique in world postal history! ■ Spectacular collection of other genuine postage stamps from exotic South Sea islands — Pitcairn, Solomons, Christmas, Fiji, Samoa, Nauru, Polynesia, and many others — 28 valuable stamps in all. ■ Complete U. S. Catalog, stamps on approval, Collector's Guide. Everything for 25¢. One to a customer.

H. E. Harris, Dept. D-201 Boston, Mass. 02117

OPPORTUNITIES FOR YOU

For ad rates, write PCD
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Des Plaines, Illinois

EMPLOYMENT INFORMATION *(MB-Oct.-Nov. '65)*

OVERSEAS—FOREIGN—UNITED STATES. All trades, crafts, occupations. Guaranteed openings. Direct placement. Permanent. Modern family accommodations. Transportation. Free information. Fast reply. Global Employers, Box 286-P, Oroville, California.

FOREIGN EMPLOYMENT. CONSTRUCTION, other work projects. Good paying overseas jobs with extras, travel expenses. Write only: Manager, Foreign Service Bureau, Bradenton Beach, Florida.

SALESMEN WANTED

HOT MONEY MAKING Line! Show line of ad specialties, calendars, business printing. Watch orders pour in. All repeat items. Terrific commissions in full or spare time. No experience—no investment. Cash discounts to customers. Free bonus gifts to you. Free sales kits. Willens-David Lionel Press. Dept. W-61, Waukegan, Illinois.

SELL ADVERTISING BOOK Matches. Write us today; we put you in business By Return Mail, handling complete line Ad Book Matches in demand by every business right in your town! No investment; everything furnished Free! Top commissions daily: Superior Match, Dept. Z-1065, 7530 S. Greenwood, Chicago 19, Ill.

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HYPNOTISM REVEALED! FREE Illustrated Details. Powers, 8721 Sunset, Hollywood, California 90069.

SLEEP-LEARNING—HYPNOTISM! Strange catalog free! Autosuggestion, Box 24-PA, Olympia, Washington.

QUIT SMOKING SUBCONSCIOUSLY. Conditioning Record $4.95. Letcher, 2407 Catherine, Dallas 75211.

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BUY IT WHOLESALE

ALL BRAND NAME Latex products. Confidential wholesale price list 10c. Distributor Sales, Box 6041-IM, Kansas City, Mo. 64110.

HILARIOUS CANDY COCKS! Rooster-Candy-on-a-stick. 6 for $1.00, Louzi Suckers, Box 176A, Niles, Ill.

MUSIC & MUSICAL INSTRUMENTS

SONGPOEMS WANTED FOR musical setting. Free examination. Get "the Nashville Sound" in your songs and records. Send Poems: Music City Songcrafters, 6145-AE, Acklen Station, Nashville, Tennessee 37212.

EDUCATIONAL OPPORTUNITIES

DETECTIVE COURSE. FREE information. Universal Detectives, Box 8180A, Universal City, California.

EARN BIG MONEY installing carpet. Home study. School, 3739 East Colorado, Pasadena, California.

STAMP COLLECTING

BEAUTIFUL CANADA PROVINCIAL stamps. Flags, etc. 50 all different. $1.00. B.C. Stamps, 4782-Dumfries, Vancouver, B.C. Canada.

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FREE CATALOG OF Unusual Books. Thousands of titles. G & A Books, Inc. Dept. K, 251 West 42nd Street, New York City 10036.

MISCELLANEOUS

WIN $12,500 WITH proven Keno system. Illustrated instructions for $2. David Robinson—Box 101—Bonanza, Oregon.

INSIDE *facts* you should know about DICE and CARDS

Perfect Dice, Magic Dice, Magic Cards, Poker Chips

Catalog 25¢

O. C. NOVELTY CO. Dept. AM-10

1311 W. MAIN ST. • OKLAHOMA CITY, OKLA.

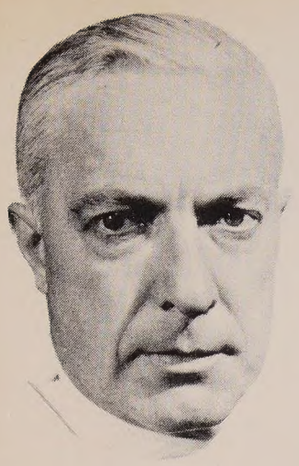
MAGNIFYING READING GLASSES $2.98

High-quality, plano-convex lenses in stylish smoke-color frames magnify fine print, make it easier to do close, precision work. Metal hinges for long wear. For folks over 40 without eye disease or astigmatism who simply need magnifying lenses. Order on 30-day money-back trial. If not satisfied, return postpaid for full refund. An outstanding value at $2.98. State age, sex. Add 25c postage. **NEL-KING PRODUCTS, Dept. AMG-95G, 811 Wyandotte, Kansas City, Missouri 64105.**

Northwestern Pacific Railroad photos

Some of the Northwestern Pacific's $10 Million Flood Damage

More than a hundred miles of Northwestern Pacific tracks in the picturesque Eel River Canyon between Willits and Eureka, California, were washed out by raging floods. The herculean task of restoration took almost six months to complete.



An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

©1962 Comate Corporation, 20 West 45 Street, New York 36

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors
Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
—L. W. W., Galveston, Tex.

"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

COMATE CORPORATION
20 West 45th Street, New York 36, N. Y. 3509C

Please send at once the complete COMATE hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

- ☐ **Enclosed find $10. (Check, cash money order) Send postpaid.**
- ☐ **Send C.O.D. I will pay postman $10 plus about $1.50 in postal charges on delivery. Save the $1.50 by enclosing $10.**

Name_____

Address_____

City_____ **Zone**____ **State**_____

RUSH THIS NO-RISK COUPON TODAY!

WILL YOU WORK SATURDAY MORNINGS for $5.00 to $20.00 EXTRA?

THIS SPARE TIME SHOE BUSINESS CAN MAKE BIG MONEY FOR YOU...

DON'T invest a cent. We give you a FREE SELLING OUTFIT!

It's just like having an EXTRA payday *every week* . . . just for showing friends, relatives and neighbors how they'll "*walk on air*" in Mason comfort shoes! Many a man sells 2, 3, 4 or 6 pairs of Mason shoes on Saturday morning alone—and makes himself as much as $5 to $20 or more extra for 2 or 3 hours of his time. *You keep all of your profit!* We furnish you a FREE selling outfit containing everything you need to start making money right away. We carry the stock for you and ship the shoes for you—your profit is clear! You never invest a cent. And think what you'll save on your own shoes, too!

Here's Why You'll Make Money!

You'll take orders for over 275 different shoe styles for dress, sport or work, for men and women—a far greater selection than any neighborhood store can possibly stock. And you can fit almost anyone! You'll draw from our 300,000-pair stock with sizes ranging from 2½ to 16, widths AAAA to EEEE! You'll feature exclusive Velvet-eez shoes with foamy-soft air-cushion innersoles that let you "walk on air." You show many other exclusive features . . . Ripple Sole Shoes, Oil-Resistant Work Shoes, Magic Shu-Lok Shoes, colorful styles for women —a line that's far beyond the reach of any store. That's why EVERYBODY is your prospect. And because Mason Shoes are never sold through stores, folks must buy from you!

Sales Equipment Absolutely FREE

Fill out and mail coupon below. We'll rush you your FREE selling outfit. Kit features 275 fast-selling shoe styles, plus foolproof measuring equipment—and "How To Make Extra Money" booklet. Send no money now or later. You get everything you need to start. Rush coupon for your FREE selling outfit . . . have an EXTRA payday next Saturday! Act today!

MASON SHOE MFG. CO.
Dept. F-868,
Chippewa Falls, Wisconsin

RUSH STARTING OUTFIT

MR. VICTOR MASON
Mason Shoe Mfg. Company, Dept. F-868, Chippewa Falls, Wisc.

Dear Victor: Please rush FREE and postpaid my Starting Shoe Business Outfit with EVERYTHING I need to start making extra cash Saturday mornings.

Name_____
(PLEASE PRINT)
Address_____
Town_____ State_____